

MTMC FREIGHT TRAFFIC RULES PUBLICATION NO. 1A (MFTRP NO. 1A)

(MFTRP NO. 1A CANCELS MFTRP NO. 1)

***RULES AND ACCESSORIAL SERVICES GOVERNING THE MOVEMENT OF
DEPARTMENT OF DEFENSE FREIGHT TRAFFIC BY MOTOR CARRIER***

(See ITEM 5 FOR SPECIFIC APPLICATION)



HEADQUARTERS

MILITARY TRAFFIC MANAGEMENT COMMAND

DEPUTY CHIEF OF STAFF FOR OPERATIONS

FALLS CHURCH, VA 22041-5050

**THIS ISSUE INCLUDES ALL
REVISIONS IN EFFECT
AUGUST 1, 1999**

CHECK SHEET OF PAGES

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SECTION 1

GENERAL APPLICATION AND INSTRUCTIONS

For Explanation of Abbreviations, Definitions and Reference Marks

Used Herein, See SECTION 5

Section 1

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ITEM 5 (C)**PURPOSE AND APPLICATION**

1. Purpose. The purpose of this publication is to articulate the motor transportation service needs of the Department of Defense (DOD) for the movement of its freight traffic; to ensure that motor freight carriers providing that transportation have both the willingness and the capability to meet those needs; and to provide the standardization necessary for achieving a fully automated system for routing DOD freight traffic. Movements of ammunition to, by, or on behalf of the United States Coast Guard (USCG) are also covered by this publication. References throughout this publication to DOD shall be understood to include such shipments for the United States Coast Guard as well.

2. Application. The rules and accessorial charges contained in this publication will govern the freight services of all motor freight carriers doing business with DOD (including those services offered by surface freight forwarders, shipper associations and shipper agents) EXCEPT for those rates and services covering the movement of:

- Bulk commodities which require tank truck service
- Vehicles moving in Driveaway/Towaway service
- Privately-owned mobile homes
- Shipments moving in courier or package express service
- Foreign Military Sales shipments
- Perishable Subsistence Shipments (Perishable Subsistence Carrier Rate Tenders and Service Agreements, administered by Defense Personnel Support Center (DPSC), Philadelphia, PA.

The rules and accessorial charges shall apply to DOD shipments in intrastate commerce and shipments from, to, or between those points in the continental United States (CONUS), and from, to, or between points in CONUS and points in Alaska and/or Canada which are specified in the individual DOD Standard Tenders of Freight Service (tenders), MT Form 364-R filed with Headquarters, Military Traffic Management Command Eastern Area, ATTN: MTEA-INS-T, Room 142, Building 82, Bayonne, NJ 07002-5302. This publication (MFTRP No. 1A) must be shown as a governing publication in Section B of the tender in order for the tender to be considered for DOD routing. Tenders may not be made subject to any other publications for application of the rates and charges therein. The publications (and successive reissues thereof) listed below shall be considered as part of this rules publication and will not be listed in Section B of the tender form.

a. National Motor Freight Classification (NMFC), Tariff ICC NMF 100-series, published by the National Motor Freight Traffic Association, Inc., Agent, 2200 Mill Road, Alexandria, VA 22314 (Commodity item numbers and descriptions, only).

b. The official mileage guide for DoD freight shipments is the Defense Table of Official Distances (DTOD) (commercially known as PC*Miler). Mileage will be calculated based on the DTOD version in effect on the date of shipment pickup. Information pertaining to the current version of DTOD can be found on the internet at DTOD-MTMC.BELVOIR.ARMY.MIL DTOD mileages apply to all DoD freight shipments made on or after April 1, 1999.

c. ATA Hazardous Materials Tariff, ICC ATA 111-series, published by the American Trucking Associations, Agent.

d. MTMC Class Rate Publication No. 100-series.

e. Continental Directory of Standard Point Location Codes (SPLC), ICC NMF 102-series, published by the National Motor Freight Traffic Association, Inc., Agent, 2200 Mill Road, Alexandria, VA 22314.

f. Directory of Standard Multi-Modal Carrier and Tariff Agents Codes (SCAC/STAC), ICC NMF 101-series, published by the National Motor Freight Traffic Association, Inc., Agent.

Section 1

ITEM 5 (continued) (C)

g. CCTV guidelines: Field Manual 19-30, Physical Security, March 1979, published by US Army Publications Distribution Center, Cross Service, 2800 East Boulevard, Baltimore, MD 21220-2893.

3. Precedence. When rules, regulations, charges or other provisions provided by MTMC in specific publications, including Guaranteed Traffic Solicitations, differ from or conflict with the provisions of this publication, the provisions contained in the specific publication or solicitation will apply, but only to specific movements named therein.

4. Accessorial Services. Carriers must independently select the accessorial services to be offered and insert in Items 1 and 2, Section F, of their tenders, the accessorial service code(s) and charges which will apply to the movements covered by each tender. (See ITEM 10 of this publication, INSTRUCTIONS: HOW TO USE THIS PUBLICATION).

5. Less-Than-Truckload Rates. Reference to “less than 10,000 pounds” and “10,000 pounds and greater”, in Item 17, Section A of the DOD Standard Tender and in Items 1 and 2, Section D-1 of the tender, is to identify shipment routing authority designated to the Installation Transportation Officer (ITO), and MTMC Area Commands, respectively. This reference and the words “less-than-truckload” in Table D, Section E, of the DOD Standard Tender, will not restrict or prevent the application of a carrier’s rates in MTMC Class Rate Publication No. 100A from applying to shipments in all weight categories, nor will such reference restrict or prohibit the alternation of these rates with the carrier’s other rates and charges to produce the lowest charge for the shipment.

ITEM 6 (N)**ELECTRONIC SPOT BID APPLICATION**

1. The single-factor rate for Spot Bid shipments includes both the line haul and all required accessorial/protective services identified by the shipper at the time of solicitation. This single-factor rate does not alternate with any other rates or tenders. This non-alternation for Spot Bid takes precedence over any alternation rule found elsewhere in this publication.

2. If a requirement for any additional accessorial/protective service(s) is identified:

a. after solicitation but before pickup: the solicitation (and award, if applicable) will be canceled, and the shipment resolicited to include the additional services.

b. during/after pickup: the charges for the additional requirements will be negotiated with the carrier by MTMC and/or the TO. A basis for comparison for such negotiations may be rates on file for accessorial/protective services shown in current approved carrier voluntary tenders.

3. If the need for fewer accessorial/protective services is identified after solicitation but before pickup, DOD reserves the right to cancel the award and resolicit the shipment based on the new requirements.

4. The rules in this publication will apply to shipments awarded via the Electronic Spot Bid process.

5. Spot Bids will be processed through the Deployment Support Command (DSC) on behalf of those TOs who are unable to do so electronically.

Section 1

ITEM 10**INSTRUCTIONS - HOW TO USE THIS PUBLICATION**

1. Design of Publication. The rules contained in this publication are divided into five sections. Section 1 contains the general application and instructions; Section 2 contains those security service rules applicable to the movement of DOD sensitive and classified shipments. Section 3 contains general operational rules applicable for all motor carriers subject to this publication; and Section 4 contains special operational rules which apply to shipments of ammunition, explosives; classified and protected commodities and radioactive materials and other hazardous articles; overweight and overdimensional shipments; Second and Third Proviso Commodities; and Special Detention and Installation Agreements. Section 5 contains abbreviations, definitions of terms, and explanation of reference marks used in this publication.

2. How to Use It. Except as otherwise provided, this publication is to be used solely in conjunction with the DOD Standard Tender of Freight Services (tender), MT Form 364-R. In order to be considered for DOD routing, carriers subject to this publication must show MFTRP No. 1A as a governing publication in Section B of their tenders. Carriers must then enter, in Items 1 and 2 of Section F of the tender, those security and accessorial services which they are willing and able to provide. This will be done by entering the two-character alpha code (which immediately follows the title of each optional rule) and the sub-item code for each charge code entered, the carrier will then enter, under the "Charge" or "Minimum Charge/Wt." column, the charge for that service. For example, if a carrier wishes to provide DOD Armed Guard Surveillance Service (AG) the following information would be shown in Item 1, Section F, of the carrier's tender:

<u>SERVICE</u>	<u>CHARGE</u>
<u>A G</u> 1	\$0000.50
<u>A G</u> 2	\$0000.40
<u>A G</u> 3	\$0000.30
ETC.	

When a carrier charges for a service and a two-character service code and sub-item charge number is entered under the "Service" column, the opposite six-character field under the "Charge" column must be filled in, using those spaces necessary to express the charge, regardless of the number of spaces shown in the individual optional service rules. Unused spaces in the character field will be filled in with leading zeros. Entries in the "Minimum Charge" or "Minimum Charge/Wt." column will be completed in the same manner when authorized in individual rules. When the individual optional service rules provide for a "Medium Charge", it will be shown in the "Minimum Charge or Minimum Charge/Wt." column and completed in the same manner.

Rules whose titles are not followed by a two-character alpha code do not contain accessorial charges. These rules are not optional, but are binding on all carriers subject to this publication.

3. Except as otherwise provided in this rule, when a carrier elects to provide an optional service (designated by a two-character service code) all of the service charges must be shown in Item 1 or Item 2 of Section F. Charges must be stated as indicated in the optional service rule, e.g., cents or dollars.

4. The optional accessorial and transportation protective service rules in this publication identify the application of the charges, minimum charges, etc., as applying per mile, per shipment, etc. This application cannot be changed.

Section 1

ITEM 10 (continued)

5. Providing Accessorial Services in Section 3 and 4 Without Charge: Carrier may optionally offer any accessorial service in these sections without charge.

a. Carriers wishing to furnish all of the services described in an individual accessorial service rule without charge, will enter in Section F(2) of the tender, the standard two-character alpha code for that accessorial service in the "Service" field. All spaces to the immediate right under the "Charge" and "Minimum Charge/Wt." columns will be filled with zeros.

b. In some accessorial service rules, e.g., ITEM 220, Storage (SG), more than one entry in Section F(2) is required in order to state all charges applicable to the service. If, for example, a carrier wishes to waive only the storage charges applicable to shipments weighing 10,000 pounds or more (alpha/numeric codes SG3 and SG4), Section F(2) would be completed as follows: First enter SG1 and SG2 (covering shipments weighing less than 10,000 pounds) in the "Service" column, and enter the appropriate charges in the "Charge" and/or "Minimum Charge/Wt." column. Then enter SG3 and SG4 and fill those spaces to the immediate right under the "Charge" and/or "Minimum Charge/Wt." columns, as appropriate, with zeros.

ITEM 11 FREIGHT FORWARDERS, SHIPPER AGENTS & SHIPPER ASSOCIATIONS - APPROVAL BY MTMC

1. Shipments of DOD freight will be tendered only to those surface freight forwarder, shipper agents and shipper associations that have been approved (authorized to transport DOD freight) by MTMC.

2. Surface freight forwarders, shipper agents and shipper associations may only transport, under the terms of this publication, Freight All Kinds (DOD Unique Commodity Code Numbers 999912; 999912, Sub 1; 999913; or 999913, Sub 1), as described in ITEMS 112, 113, 115 and 116 of this publication, or any specific commodity that is included in these Freight All Kinds descriptions.

3. Surface freight forwarders, shipper agents and shipper associations will not offer or provide any of the transportation protective services described in Section 2 of this publication, nor may they provide transportation for second proviso commodities or third proviso commodities (DOD Unique Commodity Code Numbers 999910 and 999920). Tenders showing entries in Section F(1) will be rejected.

4. For information on obtaining approval, contact:

Headquarters, Military Traffic Management Command
ATTN: MTOP-JF
5611 Columbia Pike
Falls Church, VA 22041-5050

Telephone: (703) 681-6393

Section 1

ITEM 15**AMENDING THIS PUBLICATION**

- 1 This publication will be amended by new or revised pages on an “as needed” basis.
 - 2 New pages added to the publication will be designated as “Original” and given the same number as an existing page followed by a single suffix letter in alphabetical sequence starting with “A”.
 - 3 The amendment of an existing “Original” page will be made by reprinting the page and showing a revision number. The revision numbers will be used in consecutive numerical order beginning with “1st Revised Page.” A revised page cancels any uncanceled revised or original pages which bear the same page number.
-

ITEM 17 (C)**FACTOR RATES**

When rate qualifier PZ (cents per hundredweight per mile) is used in Section D-1 (Item 2), Table B or E, Section E, and Section E-1 of the DOD tender, the rate will generally be expressed in fractions of a cent. To be competitive with other submissions, only in rare instances would such rates be as great as or greater than one whole cent. Computation of per hundredweight per mile charges will be performed in the following manner. For the purpose of this example, assume a carrier in Table B offers a rate of 00.2650 cents per hundredweight per mile on 43,231 pounds at a distance of 500 miles. MTMC will first convert this charge to fractions of one dollar, or .00265 per hundredweight per mile. Then the computation will be: 43,231 pounds/100 = 432.31 cents per hundredweight (cwt) units; 432.31 cwt units x .00265 = \$1.1456215 per mile; \$1.1456215 per mile x 500 miles = \$572.81 charge. Rounding to the nearest whole cent will not occur until total line-haul cost is computed. Computation of cents per hundredweight per mile per dromedary service shipment charges will be computed in the same manner. The decimal point (.) shown in Table B of Section E and Table F will be ignored when rates are computed in this manner.

ITEM 20 (C)**FRACTIONS**

Fractions of a cent resulting from the application of a carrier’s independently-established rates and accessorial charges, shown in Sections D, D-1, E, E-1, and F of their tender, shall be disposed of as follows:

Fractions of less than one-half of one cent shall be omitted.

Fractions equal to or greater than one-half of one cent shall be increased to the next whole cent.

Section 1

ITEM 21**SERVICES NOT OTHERWISE SPECIFIED**

When carriers perform services that are required for normal movement of freight shipments and such services are not identified in this rules publication, the charges for those services will be negotiated by Headquarters, MTMC and the carriers.

ITEM 22**STANDARD POINT LOCATION CODES**

1. Tenders submitted by carriers showing the Standard Point Location Code (SPLC) of a city, with its corresponding narrative information, will be applicable to all DOD installations and other shippers within the corporate limits of that city. Those SPLC's applicable to the corporate limits of all cities, consist of 6-numbers only, but in entering these SPLC's in the DOD tender the 6-numbers must be followed by 3-zeros to complete the entire 9-position SPLC field.
 2. Carriers wishing to serve only one DOD activity (whether within or outside the corporate limits of a city) must use the 9-position specific DOD installation SPLC and corresponding narrative information for that activity.
 3. When the 9-position specific DOD installation SPLC is used in a tender, that tender will apply even if the SPLC and narrative information shown on the GBL covers the city in which the installation is located or the installation's U. S. postal delivery address.
-

SECTION 2**SECURITY SERVICE RULES**

Carrier whose operating authorities are restricted against shipments of secret materials, weapons, and ammunition explosives which are designated sensitive by the U. S. Government, may not offer DN, PS, or SE services.

Carriers whose operating authority does not restrict them from handling Class C, sensitive munitions or other hazardous shipments, may offer DD, CS, SM, MS, or ST (see ITEM 50)

(The Security Services described in this section may not be offered by Freight Forwarders, Shipper Agents or Shipper Associations except with prior approval by MTMC on a case by case basis)

For Explanation of Abbreviations, Definitions and Reference Marks

Used Herein See SECTION 5

Section 2

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Section 2

ITEM 23 (C) SIMPLIFIED TENDER FILING PROCEDURE FOR TRANSPORTATION PROTECTIVE SERVICES

1. The filing of a TPS tender under this rule is restricted to motor carriers approved by MTMC to transport Classes 1.1, 1.2, and 1.3 ammunition, explosives, fireworks, and chemical munitions, and other motor carriers cleared by the Defense Investigative Service and qualified by MTMC to transport SECRET shipments, subject to the following conditions and requirements. Other than approved motor carriers whose operating authority does not restrict them from handling Class C, sensitive munitions or other hazardous shipments, may offer DD, CS, SM, MS or ST. (Charges for these services must be filed either in Section F(1) of carrier's tender or in Section F(1) of a 2000 accessorial tender as provided in Item 50.) Carriers filing under this rule will not include any Transportation Protective Services in an accessorial service tender filed under Item 50, in this publication.
2. To simplify tender filing procedures, approved and/or cleared carriers may file one tender containing service charges applicable to Constant Surveillance (CS), Dual Driver Protective Service (DD), Dual Driver Protective Service with National Agency Check (DN), Motor Surveillance Service (MS), Protective Security Service (PS), Satellite Motor Surveillance Service (SM), and Security Escort Vehicle Service (SE). PS service is restricted to carriers cleared SECRET under the DOD Industrial Security Program. As these services are optional, carriers may select any one or all of the services. Services not offered are considered not available, except as provided in individual tenders.
3. Carriers wishing to follow this procedure will complete and file only Sections A, B, C, and F (Security and Accessorial Services). No line-haul transportation rate will be accepted, and inclusion of Sections D and/or E shall be cause for rejection.
4. Carriers will complete Section A of the DOD tender, according to the tender instructions, except for the following:
 - a. Line 4, TENDER NUMBER: All filing carriers will enter the number 001000.
 - b. Line 11, APPLICATION: Do not place an "X" in any of the data fields.
 - c. Line 14, CLASSIFICATION USED: Place an "X" in DOD Unique.
 - d. Line 14, NUMBER: Enter "999980".
 - e. Line 14, DESCRIPTION: Enter "TPS Rules".
 - f. Lines 13 (EQUIPMENT OFFERED) and Line 15 (RELEASED VALUE) will not be completed.
5. All tenders filed under this item will be coded by HQ.MTEA as having application throughout CONUS (9C) in interstate and intrastate commerce, as applicable to each carrier's individual tenders containing line-haul transportation rates and charges. Tenders previously filed indicating "interstate" only will apply to both interstate and intrastate tenders of the filing carrier.

Section 2

ITEM 23 (continued)

6. This tender will apply to each filing carrier's individual tenders (both interstate and intrastate), without the necessity of cross reference. (To alert rate technicians that such a tender exists, we recommend that Tender No. 001000 be identified in the extreme right portion of Section B, paragraph g, of the carrier's individual line-haul tender.) If TPS service charges are stated in individual commodity tenders and the filing carrier also maintains a tender filed under this rule, the TPS charges for the same service will alternate, and the lowest TPS charge applicable to the TPS service ordered and furnished will apply.

7. In Section F (Security and Accessorial Services), enter only those Transportation Protective Services (TPS) listed in paragraph 2 above, identifying each service offered with the applicable two-character alpha code and applicable sub-item charge code(s). See ITEMS 30, 35, 38, 40, 41, and 47 in this publication.

ITEM 24 (C)**CERTIFICATE PERTAINING TO FOREIGN INTERESTS**

1. All carriers offering Dual Driver Protective Service with National Agency Check (DN) and Security Escort Vehicle Service (SE) agree to execute DD Form 441S (Certificate Pertaining to Foreign Interests) as a precondition to providing the services to the DOD. Only one DD Form 441S needs to be executed by a carrier regardless of the number of tenders filed.

2. Forms may be obtained by writing to Headquarters, Military Traffic Management Command, ATTN: MT-SS, 5611 Columbia Pike, Falls Church, VA 22041-5050.

ITEM 25**ARMED GUARD SURVEILLANCE SERVICE (AG)**

THIS ITEM HAS BEEN CANCELLED. APPLY PROVISION IN ITEMS 35, 41, 47.

Section 2

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Section 2

ARMED ESCORT CAR SERVICE (AE)
(Optional Accessorial Service)

ITEM CANCELLED. SERVICE NO LONGER REQUIRED.

Section 2

ITEM 30**DOD CONSTANT SURVEILLANCE SERVICE (CS) (NOTE 1)**

DOD Constant Surveillance Service (DOD CS) will be provided by the carrier upon request of the shipper, subject to the following definition, requirements and charges:

1. Definition and Requirements.

DOD CS is a service that provides the following:

a. Continuous responsibility for constant surveillance and custody of shipments in transit. Such attendance and surveillance shall prevent all inspections (except those performed by governmental enforcement agencies in their line of duty), tampering, pilfering, or sabotage, including, insofar as humanly possible, all manner of unusual circumstances, such as wreck, delay, flood or violent disturbances.

b. For the purposes of DOD CS, unless otherwise stated herein, when not being driven, a vehicle must be attended at all times by a qualified representative of the carrier. A vehicle is "attended" when the person responsible for the shipment is in the vehicle, awake, not in a sleeper berth or is within 100 feet of the vehicle and has the vehicle within his/her constant, unobstructed view. A qualified representative is a person employed by the carrier or the terminal involved in handling of shipments and who is designated by the carrier/terminal to attend the conveyance and who is aware of the sensitivity of material moving under DOD CS, and who is knowledgeable of the safety, security and emergency procedures that must be followed; and who is authorized and has the means and capability to move the transportation conveyance.

c. For brief stops en route, ensure that the vehicle or shipment is attended.

d. When circumstances require lengthy stops en route, carriers will ensure that the vehicle is parked only at a carrier terminal, a state or local approved safe haven under 49 CFR, or during emergencies, in a DOD safe haven or refuge location. When a vehicle is parked in a carrier terminal or at a state or local safe haven, a qualified carrier or terminal representative must keep the shipment in full view and stay within 100 feet of the vehicle or shipment at all times, or the shipment must be secured in an adequately lighted area that is surrounded by at least a 6-foot chain link fence and is continuously patrolled by a representative of the carrier or terminal and is under the general observation of a qualified carrier or terminal representative at all times. As an alternative, a shipment may be placed in a security cage. (See Note A and B).

Section 2

ITEM 30 (continued)

e. The trailer or conveyance containing the material upon which DOD CS is requested must always be connected with the power unit (tractor) during shipment except when stopped at a Department of Defense (DOD) contractor activity for loading/unloading; at a carrier terminal for servicing; at a carrier-designated point where the driver maintains continuous surveillance over the shipment while disconnected; at a state or local safe haven location which meets the terminal security standards of paragraph 1 (d); or, in emergencies, at a DOD safe haven or refuge location.

f. Carrier must be able to trace a shipment in less than 24 hours.

g. Carrier or his agent will notify the consignee by telephone if shipment cannot reach consignee within 24 hours of the agreed upon desired delivery date.

h. Driver ID requirements. Carrier must ensure drivers employed to handle sensitive shipments requiring DOD CS carry a valid driver's license and a medical qualification card, employee record card or similar documents, one of which must contain the driver's photograph. From the documents provided, shippers must be able to verify the driver's affiliation with the origin carrier named on the bill of lading (See ITEM 31).

i. Single line-haul preferred.

j. No trip lease. (See ITEM 37)

k. The maintenance of a Signature and Tally Record (DD Form 1907) by the carrier is an integral part of DOD CS. Both the shipper and the carrier shall comply with the requirements of SIGNATURE AND TALLY RECORD SERVICE on all shipments for which DOD CS is requested and provided. Drivers are required to sign the DD Form 1907 when they assume initial responsibility for the shipment.

l. Driver(s) moving shipments on which DOD CS is requested will be instructed by the carrier on how to obtain DOD safe haven/refuge, state and local law enforcement assistance, and actions to take to comply with the requirements listed in paragraphs 1.a. through 1.k. above.

m. The tractor moving a DOD CS shipment must be equipped with a working mobile communications unit, such as a citizens band (CB) radio unit or a mobile telephone unit, capable of contacting state/local law enforcement personnel for the purpose of seeking assistance, and both drivers must be capable of using the unit to make the contact.

Section 2

ITEM 30 (continued) (C)

2. Annotation. When DOD CS is required for a shipment, the shipper shall notify the carrier in advance of the requirement, and annotate on the bill of lading:

“DOD Constant Surveillance Service Requested. Signature and Tally Record (DD Form 1907) furnished to carrier”

3. Charges. In addition to all rates and charges for transportation, shipments for which DOD CS is provided by carrier at shipper's request will be subject to the following charges which include constant and specific surveillance, and the maintenance of a signature and tally record.

1 to 500 miles:	CS(1) \$_____per mile per vehicle or DS
501 to 1,000 miles	CS(2) \$_____per mile per vehicle or DS
1,001 to 1,500 miles:	CS(3) \$_____per mile per vehicle or DS
1,501 to 2,000 miles:	CS(4) \$_____per mile per vehicle or DS
2,001 to 3,000 miles:	CS(5) \$_____per mile per vehicle or DS
Over 3,000 miles :	CS(6) \$_____per mile per vehicle or DS
Minimum Charge :	CS(7) \$_____per mile per vehicle or DS

If carrier's operations require an extra driver to provide CS for shipments moving in excess of 500 miles, then charges for those mileage brackets should be adjusted accordingly. In section F(1) of the DOD tender, carriers will complete CS(1) through (7).

NOTE 1: See ITEMS 325, 326 and 327 for definition of Dromedary Service (DS). Also subject to Item 49 herein.

NOTE A - SECURITY CAGE STANDARDS

GENERAL: Security cages will be fabricated from commercial steel grating panels. Walls, doors, floors and ceiling must provide protection equivalent to the steel grating to preclude forced entry. Doors must have DOD approved padlocks (equivalent to American 200 series) and hasp systems and connecting hardware must be welded or otherwise secured to deter unauthorized entry.

WALLS: Constructed of structural steel angle and expanded steel grating. Building walls also may be used which provide equivalent security to form sides(s). (Example: Double-course reinforced or filled concrete block.)

FLOORS: Made of asphalt or reinforced concrete or wood if reinforced with steel floor plating.

CEILING: Same material as wall or floor. Minimum height - 8 feet. Frame - metal. Hinges - welded hinge pins. Locks - DOD approved (equivalent to American 200 series) security locks and hasps.

CONNECTING DEVICES: Welded, peened or otherwise installed so as to deter unauthorized entry.

WINDOWS/OPENINGS: Expanded steel grating, anchored in metal frame, secured in same manner as door.

ALTERNATIVE: As an alternative to a security cage, a CONEX, dromedary, or similar heavy container which is sealed and locked with a DOD approved (equivalent to American 200 series) lock may be used in buildings which are locked, guarded or alarmed. In lieu of locking the containers, they may be placed with doors against each other or against a substantive building wall

Section 2

ITEM 30 (continued)**NOTE B -TERMINAL SECURITY STANDARDS**

Carriers may utilize Closed Circuit Television (CCTV) in lieu of or to augment terminal security personnel if such use will provide equivalent or enhanced observation of the shipment/area protected and/or entry/exit control points under the following conditions:

- a. MTMC prior written approval of each proposed CCTV utilization.*
- b. The TV monitor will be continuously monitored when a shipment requiring protection is present in the terminal.*
- c. Terminal/security personnel must be capable and available for immediate response to detached intrusions/incidents.*
- d. CCTV guidelines contained in FM 19-30, Appendix L, apply.*

Section 2

ITEM 31**DOD DRIVER IDENTIFICATION REQUIREMENTS**

1. DOD requires all commercial drivers employed to handle shipments (both load and less-load) moving under a transportation protective service (Protective Security Service, Dual Driver Protective Service, Dual Driver Protective Service with National Agency Check, DOD Constant Surveillance Service, Motor Surveillance Service, DTTS Satellite Motor Surveillance Service, and Security Escort Vehicle Service) to carry adequate identification which verifies their affiliation with the carrier(s) named on the bill of lading. From the documents provided, shippers must be able to verify the driver's affiliation with the origin carrier named on the bill of lading.
 2. Carriers providing a transportation protective service must ensure that their drivers handling such shipments carry a valid driver's license and medical qualification card, employee record card or similar documents, one of which must contain the driver's photograph.
 3. For carriers cleared to handle SECRET shipments, the identification requirements have not changed, and are still in accordance with the Industrial Security Manual (Para 8, DOD 5220.22-M and Paragraph 11.A(10), Section 111, DOD 5220.22-C).
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Section 2

ITEM 35 (C)**DUAL DRIVER PROTECTIVE SERVICE (DD/DN) (NOTE 1)**

Dual Driver Protective Service (DD) or Dual Driver Protective Service with National Agency Check (DN) will be provided by the carrier upon request of the shipper, subject to the following definition, requirements and charges.

1. Definition and Requirements.

DD and DN are services that provide the following:

a. Continuous responsibility, attendance and surveillance of a shipment through the use of two (dual) qualified drivers in the same line-haul vehicle, and includes the maintenance of a signature and tally record. Such attendance and surveillance shall forestall all inspections (except those performed by governmental enforcement agencies in their line of duty), tampering, pilfering, or sabotage. Also, insofar as humanly possible, safeguard against all manner of unusual circumstances, such as wreck, delay, flood or violent disturbances.

b. For the purposes of DD and DN, unless otherwise stated herein, when not being driven a vehicle must be attended at all times by a qualified representative of the carrier. A vehicle is "attended" when the person responsible for the shipment is in the vehicle, awake, not in a sleeper berth or is within 25 feet of the vehicle and has the vehicle within his/her constant, unobstructed view. A qualified representative is a person who is employed by the carrier or the terminal involved in handling of shipments, designated by the carrier/terminal to attend the conveyance, aware of the sensitivity of material moving under DD and DN, knowledgeable of the safety, security and emergency procedures that must be followed, and is authorized and has the means and capability to move the transportation conveyance.

c. For brief stops en route, carrier will ensure that the vehicle or shipment is attended.

d. When circumstances require lengthy stops en route, carrier will insure that the vehicle is parked only at a carrier terminal, a state or local approved safe haven under 49 CFR, or during emergencies, in a DOD safe haven or refuge location. When a vehicle is parked in a carrier terminal or at a state or local safe haven, a qualified carrier or terminal representative must keep the shipment in view and stay within 25 feet of the vehicle or shipment at all times, or the shipment must be secured in an adequately lighted area that is surrounded by at least a 6-foot chain link fence and is continuously patrolled by a representative of the carrier or terminal and is under the general observation of a qualified carrier or terminal employee at all times. Shipments under DN must be checked at least once every 30 minutes. As an alternative, a shipment may be placed in a security cage. (See NOTE A and B, ITEM 30)

e. The maintenance of a Signature and Tally Record by the carrier is an integral part of DD and DN. Both the shipper and the carrier shall comply with the requirements of SIGNATURE AND TALLY RECORD SERVICE on all shipments for which DD or DN are requested and provided. (NOTE: Both drivers are required to sign the Signature and Tally Record (DD Form 1907) when they assume initial responsibility for the shipment.)

Section 2

ITEM 35 (continued)

f. Single line-haul.

g. No trip lease authorized. (See ITEM 37)

h. The vehicle conveying the shipment upon which DD or DN is requested must remain connected with the power unit (tractor) during shipment except when stopped at a Department of Defense (DOD) activity/contractor for loading/unloading; at a carrier terminal for servicing; at a carrier-designated point where the driver(s) maintains continuous attendance and surveillance over the shipment while disconnected; at a state or local safe haven location which meets the terminal security standards of (d); or, in emergencies, at a DOD safe haven or refuge location.

i. Carrier must insure drivers employed to handle sensitive shipments requiring DD or DN, carry a valid driver's license and a medical qualification card, employee record card or similar documents, one of which must contain the driver's photograph. From the documents provided, shippers must be able to verify the driver's affiliation with the carrier named on the bill of lading (See ITEM 37).

(1) For DN shipments, drivers will have a copy of their NAC verification with them and available for inspection at all times. The shipping activity is responsible for verifying the NAC prior to releasing a DN shipment to the drivers. If the driver cannot produce the verification letter, the shipping activity can verify the NAC through HQ MTMC, Directorate of Safety and Security, telephone (703) 681-6089 or DSN 761-6089, or through the carrier.

j. The tractor moving a DD or DN shipment must be equipped with a working mobile communications unit, such as a mobile citizens band (CB) radio unit or a mobile telephone unit, capable of contacting state/local law enforcement personnel for the purpose of seeking assistance, and both drivers must be capable of using the unit to make the contact.

k. Carrier must be able to trace a shipment in less than 24 hours.

l. Carrier or his agent will notify the consignee by telephone if shipment cannot reach consignee within 24 hours of the agreed upon desired delivery date.

m. Drivers moving shipments on which DD or DN is requested, will be instructed by the carrier on how to obtain DOD safe haven/refuge, state and local law enforcement assistance, and actions to take to comply with the requirements listed in paragraphs 1.a. through 1.l. above.

n. Exclusive use of vehicle or dromedary service.

(1) Carriers providing DD are required to provide Exclusive Use of the vehicle or dromedary as applicable.

(2) Carriers providing DD are required to provide Exclusive Use of or dromedary only if specifically requested by shipper.

Section 2

ITEM 35 (continued)

2. Annotation. When DD or DN is required for a shipment, the shipper shall notify the carrier in advance of the requirement, and annotate on the bill of lading:

“Dual Driver Protective Service Requested.
Signature and Tally Record (DD Form 1907) furnished to carrier.”

or

“Dual Driver Protective Service with National Agency Checks Requested.
Signature and Tally Record (DD Form 1907) furnished to carrier.”

3. Carriers providing DN agree to permit a National Agency Check (NAC) on all management and operational personnel involved. Management personnel include: owners (including partnership where applicable), principal deputies, board members (where applicable), and company managers responsible for liaison with DOD operations. Operational personnel includes: drivers, handlers, terminal and security personnel hired permanently or temporarily by the company to protect the DOD cargo.

4. Charges. In addition to all rates and charges for transportation, shipments for which DD or DN is provided by carrier at shipper's request will be subject to the following charge from point of origin to final destination.

Dual Driver Protective Service (DD):

1 to 500 miles	DD(1)\$_____ per mile per vehicle or DS
501 to 1,000 miles	DD(2)\$_____ per mile per vehicle or DS
1,001 to 1,500 miles	DD(3)\$_____ per mile per vehicle or DS
1,501 to 2,000 miles	DD(4)\$_____ per mile per vehicle or DS
2,001 to 3,000 miles	DD(5)\$_____ per mile per vehicle or DS
Over 3,000 miles	DD(6)\$_____ per mile per vehicle or DS
Minimum Charge	DD(7)\$_____ per vehicle or DS

(In Section F(1) of the DOD tender, carriers will complete DD(1) through (7))

Section 2

ITEM 35 (continued) (C)

Dual Driver Protective Service with NAC (DN) :

1 to 500 miles	DN(1)\$ _____ per mile per vehicle or DS
501 to 1,000 miles	DN(2)\$ _____ per mile per vehicle or DS
1,001 to 1,500 miles	DN(3)\$ _____ per mile per vehicle or DS
1,501 to 2,000 miles	DN(4)\$ _____ per mile per vehicle or DS
2,001 to 3,000 miles	DN(5)\$ _____ per mile per vehicle or DS
Over 3,000 miles	DN(6)\$ _____ per mile per vehicle or DS
Minimum Charge	DN(7)\$ _____ per vehicle or DS

(In Section F(1) of the DOD tender, carriers will complete DN(1) through (7))

These charges include the maintenance of a Signature and Tally Record and exclusive use of vehicle as applicable for DN, furnishing of dual drivers, a working mobile communication unit in the tractor, and all other provisions/requirements shown in paragraphs 1a through 1n above, apply. Added charges for exclusive use of vehicle or dromedary service, as applicable for DD may be attached only when exclusive use is requested by the shipper.

NOTE 1: (See ITEMS 325, 326, and 327, for definition of dromedary service.)

Section 2

ITEM 37**LEASED EQUIPMENT RESTRICTIONS (See Note)**

1. Equipment and Employees of Carrier. Trip-leased commercial vehicles will not be used to transport DOD shipments for which a transportation protective service is required. A transportation protective service includes: DOD Constant Surveillance Service, Dual Driver Protective Service, Dual Driver Protective Service with National Agency Checks, Motor Surveillance Service, Protective Security Service, DTTS Satellite Motor Surveillance Service, and Security Escort Vehicle Service. The vehicles used must be owned or leased under a valid agreement (See paragraph 2 below) by the company transporting the shipment, and the vehicle drivers must be full-time employees or under the direct control and responsibility of that company. This is not to be construed, however, as precluding the interchange of equipment in furtherance of a through movement of traffic at a point or points which such carriers are authorized to serve.

2. Contract of Lease. The contract of lease must be in writing, signed by the parties thereto, and must not contain a provision authorizing cancellation by either party on less than 30 days' notice. In addition, the contract of lease must provide for the exclusive possession, control, and use of the equipment, and for the complete assumption of liability in respect thereto by the lessee. The leased equipment may not be further leased or subject to any other carrier for the duration of the lease. The shipper will ensure that a copy of the appropriate contract of lease is carried in all leased vehicles and is available for inspection.

NOTE: Subject to ITEM 230, Trip-Leasing of Equipment.

Section 2

ITEM 38**MOTOR SURVEILLANCE SERVICE (MS)**

1. Definition. Motor Surveillance Service (MS) is a service used in the motor movement of selected Department of Defense (DOD) items. The purpose of MS is to provide DOD shippers with visibility of their shipments from point of final destination.
2. Requirements. When MS is required on a DOD shipment, the shipper shall notify the carrier in advance and annotate the bill of lading as follows:

“Motor Surveillance Service Requested. Carrier to call (enter duty or 24-hour nonduty telephone number of shipper or other designated POC) (enter desired time interval) hours after shipment pickup and every (enter desired time interval) hours thereafter to provide shipment location. Carrier will place final call upon delivery at destination.”

Where MS is requested, carriers’ drivers or dispatchers will contact the designated telephone number annotated on the Government bill of lading at the time intervals specified, and provided vehicle location.

3. Charges. In addition to all rates and charges for transportation, shipments on which Motor Surveillance Service is provided will be subject to a charge of MS(1)\$_____ per mile when calls are required every eight (8) hours, or a charge of MS(2) \$_____ per mile when calls are required every twelve (12) hours. Either charge will be subject to a minimum charge of MS(3) \$50.00 per shipment. Carriers will enter in Section F(1) of the DOD tender, MS(1) and MS(2) with appropriate mileage charges, and MS(3) \$50.00. Charges in ITEM 47, DTTS SATELLITE MOTOR SURVEILLANCE SERVICE, will not apply when MS is requested by the shipper and furnished by the carrier.
-

Section 2

ITEM 40**PROTECTIVE SECURITY SERVICE (PS)**

Carriers that have been cleared by the Defense Investigative Service and qualified by MTMC to transport SECRET shipments shall provide Protective Security Service (PS) upon request of shipper, subject to the following definition, requirements, and charges:

1. Definition. PS is a transportation protective service used for SECRET shipments which includes continuous attendance and surveillance of the shipment by qualified employees, the maintenance of a signature and tally record, and the use of two (dual) carrier drivers in the cab of the same vehicle who are cleared under the DOD Industrial Security Program. Such attendance and surveillance shall prevent tampering, pilfering, or sabotage, including, insofar as humanly possible, all manner of unusual circumstances, such as wreck, delay, flood or violent disturbances.

2. Requirements.

a. Notification and Annotation. When PS is required for DOD shipment, the shipper shall notify the carrier in advance and annotate "Protective Security Service Requested. Signature and Tally Record (DD Forms 1907) Furnished to Carrier" on the bill of lading. Both drivers are required to sign the DD Form 1907 when they assume responsibility for the shipment.

b. Exclusive use of the vehicle or dromedary service, as applicable.

c. The trailer of conveyance containing the material upon which PS is requested must always be connected with the power unit (tractor) during shipment except when stopped at a Department of Defense (DOD) activity for loading/unloading; at a carrier terminal for servicing; or at a carrier designated point where the driver(s) maintains continuous attendance and surveillance over the shipment while disconnected.

d. The tractor moving a PS shipment must contain a working mobile communications unit, such as a citizen band (CS) radio or a mobile communications unit, capable of contacting state/local law enforcement personnel for the purpose of seeking assistance, and both drivers must be capable of using the unit to make contact.

e. Signature and Tally Record. The maintenance of a signature and tally record by the carrier is an integral part of PS. Both the shipper and the carrier shall comply with the requirements of ITEM 45, SIGNATURE AND TALLY RECORD SERVICE, on all DOD shipments for which PS is requested and provided.

Section 2

ITEM 40 (continued) (C)

f. Carriers providing PS are subject to ITEM 31, DOD DRIVER IDENTIFICATION REQUIREMENTS and ITEM 37, LEASED EQUIPMENT RESTRICTIONS.

g. Stops en route.

(1) For brief stops en route, carriers will ensure that at least one of the drivers remains in the cab of the vehicle, or remains within 25 feet of the vehicle, provided the vehicle is within the driver's unobstructed view.

(2) When circumstances require more lengthy stops en route, carriers shall ensure that the vehicle is parked only at a carrier terminal, a state or local approved safe haven or, during emergencies, in a DOD safe haven or refuge location. When a vehicle is parked in a carrier terminal or at a state or local safe haven, a qualified carrier or terminal employee must keep the shipment in view and stay within 25 feet of the vehicle or shipment at all times, or the shipment must be secured in a fenced and lighted area under the general observation of a qualified carrier or terminal employee at all times. As an alternative, the material may be placed in a security cage.

h. Special procedures. If time or distance does not permit delivery during the same day of pickup, the special procedures outlined below will be followed by the carrier:

(1) If the shipment remains in the transportation conveyance, at least one qualified carrier employee will maintain continuous attendance and surveillance of the shipment to prevent access by unauthorized persons.

(2) When a SECRET shipment is unloaded from the vehicle during stopovers en route, it shall be under the constant surveillance of a cleared carrier representative or shall be placed in storage in a closed area, vault, or strong room as prescribed in the Defense Industrial Security Manual. In those cases in which SECRET shipments, such as a missile, may require outside storage, special protective measures shall be taken to include constant and continuous surveillance by at least one or more cleared carrier representatives. As an alternative, the material may be stored in a vault type structure approved by the Defense Investigative Service.

Section 2

ITEM 40 (continued) (C)

3. Charges. In addition to all rates and charges for transportation, shipments for which PS is provided by carrier at shipper's request will be subject to the following charges which will apply from point of origin to point of destination.

1 to 500 miles	PS(1)\$_____ per mile per vehicle or DS
501 to 1,000 miles	PS(2)\$_____ per mile per vehicle or DS
1,001 to 1,500 miles	PS(3)\$_____ per mile per vehicle or DS
1,501 to 2,000 miles	PS(4)\$_____ per mile per vehicle or DS
2,001 to 3,000 miles	PS(5)\$_____ per mile per vehicle or DS
Over 3,000 miles	PS(6)\$_____ per mile per vehicle or DS
Minimum Charge	PS(7)\$_____ per vehicle or DS

a. These charges will include dual drivers, exclusive use of vehicle, constant attendance and surveillance, maintenance of a signature and tally record, and the furnishing of a CB radio unit/mobile communications unit. Added charges for exclusive use of vehicle, ITEM 105, will not apply. Dromedary exclusive use charges will be completed as provided in ITEMS 325, 326, and 327.

b. In Section F(1) of the DOD Tender, carriers will complete PS(1) through (7).

4. Carriers providing Protective Security Service are also subject to the provisions of ITEM 31, DOD DRIVER IDENTIFICATION REQUIREMENTS, and ITEM 37, LEASED EQUIPMENT RESTRICTIONS, in this publication.

(Revision eliminating the words "and upon delivery" from paragraph 2a of this item is made per interim amendments issued in April 1988. This change is retroactive.

Section 2

ITEM 41**SECURITY ESCORT VEHICLE SERVICE (SE)**

Security Escort Vehicle Service (SE) is defined as a trail vehicle service designed to maintain discreet constant and specific surveillance of the cargo vehicle(s) transporting sensitive DOD cargo and to provide emergency assistance when required, primarily by contacting appropriate state or local law enforcement agencies.

1. SE will be provided by the carrier upon request of the shipper, subject to the following requirements and charges:

a. Carrier will provide an escort vehicle; an inconspicuous, unmarked automobile or van, or a freight vehicle such as tractor, tractor-trailer (flatbed or van) combination or straight bed truck with two unarmed licensed drivers in the escort vehicle, to maintain constant and specific surveillance of the cargo vehicle(s) for which the service is requested. Under no circumstances will the escort vehicle be under load while in escort service, i.e., the trailer or straight truck must be empty and doors sealed by the origin shipper and verified by the consignee. Where SE accompanies a movement(s) which requires Protective Security Service, the drivers will be cleared for SECRET under the DOD Industrial Security Program, per DOD 5220.22-M. Where SE accompanies a munitions shipment(s) (other than SECRET), the drivers will have a favorable National Agency Check through MTMC. Constant and specific surveillance of the cargo vehicle(s) is defined as occupying a position behind the cargo laden vehicle while maintaining a continuous view of that same vehicle(s). During en route stops, at least one of the escort vehicle drivers must remain in the escort vehicle or must be within approximately 25 feet of such vehicle and maintain a constant, unobstructed view of the cargo vehicle(s).

b. In an on-road emergency, where feasible, the SE vehicle/driver may be used to move the freight or freight trailer(s) as authorized by a state or local law enforcement or rescue service official, a DOD transportation officer, or MTMC official.

c. Carrier will instruct drivers of the escort vehicle to remain clear of a cargo vehicle(s) should it come under attack. In such instances, drivers will immediately contact the nearest state or local law enforcement agency, and record details about the attack. In the event of an accident, breakdown, natural disaster, or civil disturbance involving or affecting either vehicle, drivers will contact the nearest state or local law enforcement agency for emergency assistance or as appropriate, escort the cargo vehicle(s) to a DOD refuge/safe haven.

d. The security escort vehicle must contain a working citizens band radio or mobile communications unit capable of obtaining emergency assistance and assuring two-way communication between the cargo vehicle(s) and the security escort vehicle. Two-way communications will be kept to a minimum. The drivers of the security escort vehicle will neither discuss the nature of the shipment(s) nor reveal its origin and destination. Both security escort vehicle drivers must be trained in the operation and use of the mobile communications unit or citizens band radio, and be responsible for its proper maintenance and serviceability throughout the movement.

Section 2

ITEM 41 (continued)

e. The carrier will assure that drivers employed to escort shipments of sensitive DOD cargo carry a valid state driver's license and a medical qualification card, employee record card, or similar document, one of which must contain the driver's photograph. Additionally, all carriers offering SE will issue all cleared drivers a consecutively numbered identification card in accordance with Paragraph 8, DOD 5220.22-M (Industrial Security Manual) and Paragraph 11a (10) of DOD 5220.22-C (Carrier Supplement to Industrial Security Manual). Drivers' affiliation with the carrier and DOD security clearance will be verified by the origin shipper.

2. Annotation. Provisions apply when the bill of lading is annotated:

“Security Escort Vehicle Service Requested”

3. Charges. In addition to all rates and charges for transportation, shipments for which Security Escort Vehicle Service is provided by carrier at shipper's request, carriers will provide an escort vehicle and two drivers subject to the following charges, which will apply from point of origin to point of destination.

1 to 500 miles	SE(1)\$_____ per mile per vehicle or DS
501 to 1,000 miles	SE(2)\$_____ per mile per vehicle or DS
1,001 to 1,500 miles	SE(3)\$_____ per mile per vehicle or DS
1,501 to 2,000 miles	SE(4)\$_____ per mile per vehicle or DS
2,001 to 3,000 miles	SE(5)\$_____ per mile per vehicle or DS
Over 3,000 miles	SE(6)\$_____ per mile per vehicle or DS
Minimum Charge	SE(7)\$_____ per vehicle or DS

If the cargo vehicle(s) requiring the escort service requires permits from state or local authorities that dictate routes of movement, then mileage charges for the escort service will be based on the mileage authorized, by the governing mileage guide, for the commodity requiring the service. Charges for SE will not apply when SM, Item 47, is requested by the shipper and provided by the carrier.

Section 2

ITEM 45 (C) SIGNATURE AND TALLY RECORD SERVICE (ST) (See NOTE 1 and 2)

Carriers shall provide Signature and Tally Record Service (ST) upon request of the consignor, subject to the following definition, requirements and charges:

1. Definition. ST is a service designed to provide continuous responsibility for the custody of DOD shipments in transit. It requires a signature and tally record from each person responsible for the proper handling of the shipment at specified stages of its transit from origin to destination.

2. Requirements.

- a. Shipper or his agent must place and sign the following annotation on the bill of lading:

Signature and Tally Record requested. DD Form 1907 furnished to carrier.

DATE _____ SIGNATURE _____ TITLE _____

- b. Form. DD Form 1907, Signature and Tally Record, provided by the shipper, will be used as follows:

(1) When ST is requested by the shipper and the Signature and Tally Record is furnished, carrier or his agent will require each person responsible for the shipment, such as the terminal manager, pickup, delivery and road drivers, and dock foreman, personally to sign the Signature and Tally Record and will secure signature in the space provided on the form from the consignee or his agent upon delivery.

(2) Driver(s) are required to sign the DD Form 1907 when they assume initial responsibility for the shipment.

(3) In terminal areas, the vehicle containing the ST shipment must be under the control of the last person signing the DD Form 1907.

(4) When ST is used with Dual Driver Protective Service (DD), Dual Driver Protective Service with National Agency Check (DN), and Protective Security Service (PS), both drivers are required to sign when they assume responsibility for the shipment.

- c. Tracing. Carrier must be able to trace a shipment in less than 24 hours upon request.

Section 2

ITEM 45 (continued) (C)

3. Charges. In addition to all rates and charges for transportation, shipments on which ST is provided at shipper's request will be subject to a charge of ST(1)\$_____ per shipment.
4. A separate charge for Signature and Tally Record service will not be billed when a higher protective security service is charged, which includes the requirement for Signature and Tally Record.

NOTE 1: Air carriers only: Air carriers performing STR Service for the Department of Defense may use either a DD Form 1907, their own commercial signature form, or an electronic tracing system, to provide the record of continuous accountability and custody required for STR shipments. Information and approval may be obtained through Headquarters, Military Traffic Management Command, ATTN: MTOP-JF, 5611 Columbia Pike, Falls Church, VA 22041-5050, telephone (703) 681-6393.

NOTE 2: Subject to ITEM 49, Transportation Protective Services charges.

(Revision eliminating the words "and upon delivery" from paragraph 2b(2) and (4) of this item is made per interim amendments issued in April 1988. This charge is retroactive to October 1, 1986.)

Section 2

ITEM 47**DTTS SATELLITE MOTOR SURVEILLANCE SERVICE (SM)****PART A: Definitions.**

1. Satellite Motor Surveillance Service (SM) is a service used in the commercial truck movement of selected material. The purpose of the service is to provide the Defense Transportation Tracking System (DTTS) with truck location reports, in transit truck status changes, and emergency situation notification.
2. The DTTS is a computer based system located at the Navy Material Transportation Office (NAVMTO), Norfolk, VA. It is manned 24 hours a day and used to track the movement of munitions and other related hazardous material by commercial truck within the continental United States.
3. A carrier is defined as an authorized DOD motor common carrier commercially engaged in transporting cargo which is subject to tracking by DTTS.
4. An SM vendor is a commercial company employed by the carrier to assist in providing SM to the Government utilizing any technical means that meets the requirements set forth in this rules provision. Additionally, the service offered by the SM vendor must be approved by the Federal Communications Commission (FCC).

PART B: Shipper Requirements.

1. When SM is required on a DOD shipment, the shipper shall notify the carrier in advance (48 hours or more if possible) and annotate the bill of lading as follows:

“Satellite Motor Surveillance Service (SM) requested. In the event of SM system failure, driver will immediately notify dispatcher who will contact DTTS at 1-800-826-0794. Driver must subsequently provide DTTS a telephonic location/status report every four (4) hours, with a final telephonic report upon delivery at destination.

PART C: Carrier Charges.

1. In addition to all other charges for transportation, shipments on which SM is requested and provided will be subject to a charge of SM(1) \$_____per mile, or a minimum charge not to exceed SM(2) \$_____ per vehicle or dromedary service. Carriers will enter SM(1) with the appropriate mileage charge and SM(2) with the appropriate minimum charge in Section F(1) of the tender.
2. Charges in ITEM 38, MOTOR SURVEILLANCE SERVICE, and/or ITEM 41, SECURITY ESCORT VEHICLE SERVICE, will not apply when SM is requested, unless specified by the shipper and furnished by the carrier.

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ITEM 47 (continued)PART D: SM Vendor/Carrier Requirements.1. Prequalification Requirements:a. New Vendor:

(1) Presentation of capabilities to DTTS Program Managers.

(2) Test SM on non-ordnance shipments from origin to destination demonstrating ability to meet the full range of requirements specified in this provision. Dependent on the discretion of DTTS Central Site Management, this may require more than one test.

(3) Assuming the above are successfully met, DTTS Central Site Management will immediately notify HQ MTMC, ATTN: MTOP-JF, in writing.

b. New Truck/Transceiver:

(1) A truck newly equipped with SM capability or re-equipped for maintenance or upgrade reasons must be successfully tested with the DTTS Central Site prior to being included in the DTTS Cross References File of trucks authorized to transport DOD ordnance under SM.

2. The SM vendor employed by the carrier will maintain a separate mail box/transfer file to hold DTTS hourly (routine) vehicle location reports and status messages. Data from all carriers utilizing the services of this vendor will be entered into one government mail box/transfer file for downloading by the DTTS. Data for any given satellite transmission destined for DTTS will be maintained on-line until successfully transferred by the DTTS central site computer. Real time (emergency) transmissions will be transferred immediately to the DTTS in accordance with the procedures in paragraph 9 below. The carrier will continuously monitor its terminal while an SM shipment is in transit.

3. SM equipment installed on carrier vehicles, including, emergency features, must provide 24-hour uninterrupted service, including 2-way communication capability between the driver and dispatcher while transporting a DOD shipment. Carriers will insure that their SM monitoring station is maintained in a fully operational status at all times when an SM shipment is in transit in one of their vehicles.

a. The terminal must be manned and the carrier must insure that the SM vendor provides continuous messaging and position in service, including immediate notification by emergency message (panic button pressed).

4. In the event that an emergency signal message is received on an SM shipment, carrier will immediately contact the appropriate law enforcement agency to dispatch a patrolman to the scene of the accident/incident. Further, actions will be coordinated with the DTTS Central Site.

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5. Transceiver ID's used to identify vehicles will not exceed 16 upper case ASCII alphanumeric printable characters. The carrier will provide the DTTS central computer facility with information which allows DTTS to cross-reference each transceiver ID to a tractor number, make, year, and color of vehicle prior to initiation of the service offering by the carrier. The carrier will provide updates to the DTTS by telephone, facsimile, or electronic mail as changes are made to the above noted information.
6. Prior to beginning SM for a given shipment, the vehicle driver will, upon gaining access to the shipping activity, transmit a message alerting the carrier's SM vendor to begin entering subsequent shipment location and status change message packets into the SM vendors DTTS mail box/transfer file. Alternatively, this function may be performed by the carrier dispatcher or other carrier official. The SM vendor will report this initialization of SM service as a change in in-transit status using "B" alpha code shown in paragraph 10, Note 5 below.
7. After departing origin, the driver will report any change in the shipments in-transit status (i.e., in carrier terminal, loading new DTTS shipment, etc.) by using the alpha status codes shown in paragraph 10, Note 5 below, as well as any supporting text data required by those status codes. Refer to para 1d, Item 35, for protection of cargo during stopoffs.
8. In the event of SM system failure, the driver will immediately notify his/her dispatcher who will in turn immediately contact DTTS at 1-800-826-0794. The driver will subsequently provide DTTS a telephonic location/status report every four (4) hours, with a final telephonic report upon delivery at destination.
9. Carrier will have primary responsibility to effect notification to law enforcement personnel in event of an emergency involving a shipment moving under SM.
10. The driver will immediately report an accident or other emergency situation by pressing (with a single stroke) a vehicle equipped emergency button. This will be transmitted as an emergency message with an "E" status code as indicated in paragraph 10, Note 5 below. The driver should then (when able) send a follow up "U" text message with additional details. The SM vendor will ensure the emergency message is immediately relayed to the DTTS. This will be accomplished using XMODEM file transfer protocol, or other such protocol as may be mutually agreed upon, with transmission at a minimum of 2400 BPS. The SM vendor computer will simultaneously notify on-site vendor personnel and initiate a message file transfer to the DTTS. If the vendor computer is unsuccessful with the file transfer, on site personnel will immediately notify the DTTS of the emergency by telephone at 1-800-826-0794. Total elapsed time, from initiation of emergency transmission by driver to vendor notification of DTTS, shall not exceed 2 minutes. Necessary log-in, password and telephone numbers to facilitate automated data file transfer will be coordinated between the administrators of DTTS and SM vendor computer facilities.

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11. Data entered into the DTTS mail box/transfer file by the SM vendor will consist of variable length records delimited by an LF (decimal 10). Following transfer of the last record in the mail box/transfer file, which will also be delimited by an LF, the SM vendor will transmit an end of file marker (decimal 26). With the exception of record and end of file delimiters, all data elements will consist of ASCII printable characters. Each record will use the following format:

Field	Offset	Length	Picture	Remarks
Transmitter ID	0	16	16X	
Latitude	16	7	6N1A	NOTE 1
Longitude	23	8	7N1A	NOTE 2
Date/Time	31	14	14N	NOTE 3
Reserved	45	12	12X	NOTE 4
Shipment Status	57	1	1A	NOTE 5
Text	58	60	60X	NOTE 6

NOTE 1: First 6 bytes use format DDMMSS. Last alpha character indicates either "N" (North) or "S" (South) Latitude, e.g., 390108N.

NOTE 2: First 7 bytes use format DDDMMSS. Last alpha character indicates "W" (West) or "E" (East) Longitude, e.g., 0960803W.

NOTE 3: Data (Greenwich Mean Time) of position report expressed in the format MMDDYYYYHHMMSS, e.g., 08151988091533 = August 15, 1988, 09 hours, 15 minutes, 33 seconds (GMT).

NOTE 4: Reserved for future use, e.g., sensor status readings.

NOTE 5: Current status using following codes:

B = Begin Tracking (Text message optional) This packet provides an audit trail of the date/time the driver implements the requirement in Part D, paragraph 5 above to begin sending data to the DTTS mailbox.

L = Loading New DTTS Shipment. In text portion of data packet, provide activity name and each GBL subject to DTTS tracking being loaded on the vehicle. If this exceeds space provided for one text message, submit as many additional status "L" message packets as necessary.

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D = Departing Protective Environment. Used to provide notice of departure from a military/commercial activity, carrier terminal, or other protected environment where the previous shipment status would have been L, T, M, A or O. Status code D places the shipment into a movement status for DTTS tracking purposes, and hourly position reports are required (Text message optional).

P = Current Position. (No text message) This packet may be preprogrammed by the SM vendor to automatically generate location data at the required 1 hour interval. The position reported must be within one quarter mile of the actual vehicle location.

T = Carrier Terminal. In text portion of data packet, provide location of terminal, area code, and phone number the DTTS staff can use to obtain further information, if necessary.

C = Changing Equipment. Whenever DTTS shipments are transferred to (a) different tractors(s), provide the identification number(s) of the new tractor(s) and each GBL transferred to that (these) new tractor(s). Example: "800, C22222201." If this exceeds space provided for one text message, submit as many additional status "C" message packets as necessary. The driver of a tractor receiving a DTTS shipment will follow procedures in part. D, par. 5 above, while the driver of a tractor terminating a DTTS shipment will follow procedures in paragraph 14 below.

U = Unusual Delay/Other.

- (1) Unusual Delay - explain reason in text portion of message packet.*
- (2) Other - provide information such as estimated time of arrival at destination which is not covered under other status message packets, or explain an emergency situation message.*

M = Military Safe Haven. In text portion of data packet, provide activity name, area code and phone number the DTTS staff can use to obtain further information, if necessary.

A = Arrived at Activity and Awaiting Offload. This status code should be sent only if the arriving truck already has a DOD ordnance shipment on it being transported under SM. In text portion of data packet, provide activity name and, if a commercial activity, an area code and phone number through which the driver can be reached.

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O = Off load. In text portion of data packet, provide activity name and each GBL delivered to that activity. If this exceeds space provided for one text message, submit as many additional status "O" message packets as necessary.

E = Emergency Situation. No text message. This message packet is automatically generated when the single stroke emergency button is pressed in the truck. When the SM vendor receives the message, it will immediately be passed to the DTTS using procedures in paragraph 9 above.

S = Stop Tracking. (text message optional) This packet provides an audit trail of the date/time the driver implements the requirement in paragraph 14 below to stop sending data to the DTTS mailbox.

NOTE 6: If there is no text field, record should be terminated by a record delimiter or end of file delimiter, as appropriate, at this offset. If the text message is less than 60 characters, trailing spaces should be truncated and the record delimiter should follow the last valid character.

Legend: A = Alpha character, A to Z (upper case ASCII printable character). Left justified, space (decimal 32) filled.

N = Numeric character, 0 to 9, (ASCII printable character). Right justified, zero filled.

X = Alpha numeric character, 0 to 9/A to Z (upper case ASCII printable character). Left justified, space (decimal 32) filled.

12. Message packets with status of B, L, D, T, C, U, M, A, O or S will be accumulated in the DTTS mail box/transfer file as they occur. Message packets with status of "P" will be entered hourly, with no more than one per hour - the most recent. Message packets with status of L, T, M, A or O place the shipment in a non-movement status in a protected environment. Hourly updates using "P" status codes are not required again until the driver sends a "D", Departing Protected Environment status code.

13. Normal message traffic (i.e., all records with status not equal to "E") will be entered into the vendors DTTS file which will be downloaded by the DTTS every 15 minutes, or more often if mutually agreed upon. This will be accomplished using XMODEM file transfer protocol, or such other protocol as may be mutually agreed upon. Transmission will be at a minimum of 2400 BPS. Communications cost of data transfer to the DTTS will be borne by the Government, unless the vendor prefers to pay for such transmissions in order to improve services.

Section 2

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14. Data which has been successfully transferred to DTTS will be deleted from the DTTS mail box/transfer file by the SM vendor.
15. After off loading all material requiring DOD Satellite Motor Surveillance Service, the driver will transmit an "S" message advising the SM vendor to cease passing shipment location and status change message packets from this vehicle to the vendor's DTTS mail box/transfer file (see Part D, Paragraph 11, NOTE 5 above).
16. Driver initiated messages other than those identified in paragraph 11 above, will not be placed in the vendors DTTS mail box/transfer file.

ITEM 48 (N)**TRANSLOADING ARMS, AMMUNITION, EXPLOSIVES**

Shipments of arms and of Division 1.1., 1.2, and 1.3 ammunition and explosives will be moved in direct, single carrier service, except as follows:

- a. Truckload shipments will not be off-loaded or transferred to another vehicle en route, except in emergencies (as defined in 49 CFR 390. 5).
- b. Loading and unloading of less-than-truckload shipments of ammunition and explosives will be kept to a minimum and accomplished in a bona fide terminal or carrier facility. When transloading LTL shipments is necessary or the equipment or driver is changed after leaving origin, then all drivers, and trailers must meet or exceed the inspection requirements of DD Form 626 (Motor Vehicle Report) and 49 CFR. When transloading its equipment, the carrier accepts liability for the integrity of the shipments and its blocking and bracing.

ITEM 49**TRANSPORTATION PROTECTIVE SERVICE CHARGES**

If a DOD shipper annotates the bill of lading requesting that carrier provide more than one transportation protective service, and the requirements of one service duplicate the requirements of one of the other requested services, carrier will assess charges only for the higher protective service. For example: If shipper annotates the bill of lading requesting the carrier to provide both DD and CS, then the carrier will assess charges only for DD since DD also includes the requirements for CS.

Section 2

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Section 3

SECTION 3

RULES: GENERAL

For Explanation of Abbreviations, Definitions, and Reference Marks

Used Herein, See Section 5

Section 2

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ITEM 50 (C) SIMPLIFIED TENDER FILING PROCEDURE FOR ACCESSORIAL SERVICES

1. The filing of a tender for all optional accessorial services under this rule is open to all motor carriers (including surface freight forwarders, shipping associations and shippers agents governed by this publication), subject to the following conditions and requirements. Carriers whose operating authority does not permit the handling of shipments containing hazardous materials, radioactive materials, etiologic agents, secret materials, or sensitive weapons and munitions, may offer only the Transportation Protective Services CS and ST, as defined in ITEM 30 and ITEM 45 of this publication. However, carriers whose operating authority does not restrict them from handling Class C, sensitive munitions or other hazardous shipments, may offer DD, MS and SM in addition to CS and ST. Carriers eligible to file under ITEM 23 of this publication will not include any Transportation Protective Services in a tender filed under ITEM 50.
2. To simplify tender filing procedures, carriers may file one tender containing service charges applicable to those services described in Sections 2 (subject to the restrictions therein), 3, and 4 of this publication. As these services are optional, carriers may select any one or all of the services. Services not offered are considered not available, except as provided in individual tenders.
3. Carriers wishing to follow this procedure will complete and file only Sections A, B, C, and F (Security and Accessorial Services). No line-haul transportation rate will be accepted, and inclusion of Sections D and/or E shall be cause for rejection.
4. Carriers will complete Section A of the DOD tender, according to the tender instructions, except for the following:
 - a. Line 4, TENDER NUMBER: All filing carriers will enter the number 002000.
 - b. Line 11, APPLICATION: Do not place an "X" in any of the data fields.
 - c. Line 14, CLASSIFICATION USED: Place an "X" in DOD Unique.
 - d. Line 14, NUMBER: Enter "999959".
 - e. Line 14, DESCRIPTION: Enter "Accessorial Services".
 - f. Line 13 (EQUIPMENT OFFERED) and Line 15 (RELEASED VALUE) will not be completed.
5. All tenders filed under this item will be coded by HQMTMC as having application throughout CONUS (9C) in interstate and intrastate commerce, as applicable to each carrier's individual tenders containing line-haul transportation rates and charges. Tenders previously filed indicating "interstate" only will apply to both interstate and intrastate tenders of the filing carrier.
6. This tender will apply to each filing carrier's individual tenders (interstate and intrastate), without the necessity of cross reference. (To alert rate technicians that such a tender exists, we recommend that Tender No. 002000 be identified in the extreme right portion of Section B, paragraph g, of the carrier's individual line-haul tender.) If accessorial service charges are stated in individual commodity tenders and the filing carrier also maintains a tender filed under this rule, the accessorial charges for the same service will alternate, and the lowest accessorial charge applicable to the accessorial service ordered and furnished will apply.
7. In Section F (Security and Accessorial Services) enter only those services listed in Sections 2, 3 and 4 of this publication, identifying each service offered with the applicable two-character alpha code and applicable sub-item charge code(s).

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ITEM 55 (C)**ADVANCING CHARGES (AC)**

1. Carriers shall advance, for subsequent collection from the Government, the lawful charges incurred for pier, wharf or stevedore service; for custom house and in bond service; and for special bonds or tolls required by state or other governmental authority for transportation of a shipment, which because of its size, shape or weight, requires the securing of such for movement over the streets or highways.
2. Except as provided in ITEMS 416 and 417, the charge of the carrier for advancing monies as described above shall be up to AC(1) \$_____ for each such advancement.
3. Lawful charges for services listed in paragraph 1 which are incurred and advanced by the carrier will be identified on the GBL or EDI transaction submitted to the Defense Finance and Accounting Service for payment. Documentary evidence that the charges claimed were actually incurred and advanced will be maintained by the carrier for audit purposes.

ITEM 60**ALTERNATION OF RATES - DOD TENDERS
(NOT APPLICABLE TO GUARANTEED TRAFFIC TENDERS)**

1. Rates in Section D or D-1, specific point-to-point rates, will not alternate with territorial rates in Section E or state-to-state rates in Section E-1.
 2. Within Section D and D-1 or Section E and E-1, specific commodity rates will take precedence over FAK commodity rates only when the FAK shipment consists of a single commodity.
 3. Subject to the restrictions in paragraphs 1 and 2, commodity rates/charges (regardless of rate qualifier), applying between the same points of origin and destination, on the same article or articles, will alternate to produce the lowest charge to the DOD.
 4. When distance rates are based on rate qualifiers PL, PH, PZ, PG, or PY, in Table E of Section E of the DOD tender, or DL, DH, or DZ in Table F of Section E, and a lower charge can be obtained by applying a rate to greater than actual distance, the lower charge shall apply.
 5. See ITEM 140, concerning maximum charges and ITEM 145 concerning mixed shipments.
-

Section 3

ITEM 65 (C)**ASTRAY FREIGHT AND EMERGENCY NOTIFICATION**

1. The following toll-free Astray Freight and HOTLINE telephone numbers are for commercial transportation notification only. These numbers are to be used for reporting:

a. The holding of DOD shipments which cannot be delivered because the consignor or consignee cannot be adequately identified (astray freight).

b. In-transit accidents, incidents, delays, or other emergencies involving DOD shipments.

2. Carriers located within the geographical jurisdiction of **MTMC Eastern Area Command** shall telephone the following toll-free numbers to report:

a. Astray Freight or other nonemergency notifications: 1-800-631-0434

b. Accidents, incidents, delays, or other emergencies: 1-800-524-0331

c. Non-explosive hazardous cargo emergency response guidance: 1-800-851-8061

3. Carriers located within the geographical jurisdiction of **MTMC Western Area Command** shall telephone the following toll-free numbers to report:

a. Astray Freight or other nonemergency notifications: 1-800-435-4566

b. Accidents, incidents, delays, or other emergencies: 1-800-435-4566

c. Non-explosive hazardous cargo emergency response guidance: 1-800-851-8061

4. Carriers unable to obtain forwarding instructions from the source listed above shall notify the transportation officer at the military installation nearest the carrier terminal where the astray freight is being held.

a. Transportation Officer will furnish the carrier with proper forwarding instructions.

b. Containers without identifying marks or those bearing conflicting marks shall be opened by the transportation officer with prior carrier approval and in the presence of the authorized carrier representative.

5. Pending the determination of final disposition, carrier may give possession of astray freight, identified as Government property, to the local transportation officer. A receipt will be given the carrier, and the transportation officer will implement the Transportation Discrepancy Report System (TDRS) (SF 361), in accordance with Reporting of Transportation Discrepancies in Shipments, AR 55-38. If the freight is subsequently returned to the carrier for forwarding to the correct destination, the receipt given the carrier shall be canceled.

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ITEM 66 (C) AUTOMOBILES/VEHICLES IN TRUCKAWAY SERVICE (VT)

1. The provisions of this item apply only to DOD tenders (MT Form 364-R) subject to equipment code A20 (Motor Vehicle Transport Trailer), on line 13 of the DOD tender.

2. First tier rates.

a. In carriers' line-haul tenders subject to the alpha numeric accessorial service code VT(1), the line-haul tender rates will be the first tier rates, and will apply only to motor vehicles which measure up to and including 64 inches in height, measured from the ground to the highest point of the motor vehicle (before loading), as, configured for transport.

b. When carrier desires to make its line-haul tenders not subject to the alpha numeric code VT(1), no entry will be made in Section F(2) of the tender, and the line-haul tender rates will apply, without any added charge, to all motor vehicles regardless of height when transported on the above equipment.

3. Second tier rates. To create the second tier of rates, carrier will enter VT(1) and added "Per Mile Per Each Vehicle in shipment" charge (from paragraph 5 herein) in Section F(2) of the tender. This charge, which will be added to the line-haul tender rate, will apply to those motor vehicles which are over 64 inches in height, measured from the ground to the highest point of the motor vehicle (before loading), as configured for transport.

4. Rate qualifiers - Section D and E of the DOD tender. All motor carriers submitting DOD tenders subject to equipment code A20, will use only the following rate qualifiers to state line-haul tender rates:

a. Section D - Point to Point Rates. In this section, carriers will use only rate qualifier PV (Per Vehicle Moved).

b. Section E - Territorial Rates. In this section, carriers will use only rate qualifier PJ (Per Mile Per Vehicle Moved) and the use of this rate qualifier is limited to Table B only.

c. These rate qualifiers will apply to all motor carriers described in paragraph 1 of this item, whether or not their tenders are subject to accessorial service code VT(1). No other rate qualifier or rate table may be used. Tenders using other rate qualifiers or rate tables are subject to rejection.

5. Second tier charges. Each motor vehicle transported on a Motor Vehicle Transport Trailer, equipment code A20 on Line 13 of the tender, which measures over 64 inches in height, measured from the ground to the highest point of the motor vehicle (before loading), as configured for transport, will be subject to a charge of VT(1) \$_____ Per Mile Per Each Motor Vehicle in the shipment. This charge will be in addition to the tender line-haul rate. To apply this incremental charge, carrier must enter VT(1) and the charge shown herein, in Section F(2) of the DOD tender.

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ITEM 70 (C)**CAPACITY LOADS AND OVERFLOW**

When a DOD shipment occupies the full visible capacity of a vehicle or requires additional vehicles, it shall be subject to the following definitions, conditions and charges:

1. Definitions.

a. The terms “loaded to full visible capacity,” “capacity load,” “loaded to capacity” or “FVC” means that the shipment consists of that quantity of freight which:

(1) Occupies the entire loading space of the vehicle as defined in 1.b., or occupies at least 90 percent of the available loading space on all 2 axle equipment types of lowboy, single drop and double drop trailers, and flat bed trailers not less than 40 feet in length, or

(2) Because of unusual shape or dimensions, or because of the necessity for segregation or separation from other freight, requires the entire vehicle, or

(3) So fills a vehicle, as defined in 1.b., in the manner loaded so that no additional article in the shipping form tendered can be loaded in or on the vehicle.

b. The term “vehicle” or “trailer” means: a van trailer of not less than forty (40) feet in length and not less than 2,700 cubic feet capacity; a doubles type van trailer (equipment Code AY1) thirty (30) feet and less in length and not less than 1,800 cubic feet in capacity; or an open top trailer of not less than forty (40) feet in length, propelled or drawn by a single power unit and used on the highways in the transportation of property.

2. Conditions.

a. The shipper shall annotate on the bill of lading the number of each vehicle loaded to capacity and whether any additional vehicle, carrying less than a capacity load, was used. Capacity load annotation will not be indicative of a requirement or request for Exclusive Use of Vehicle. In the event an additional vehicle carrying less than a capacity load was used, the shipper shall indicate the weight of the portion of the shipment loaded into such vehicle.

b. Not more than one vehicle per shipment may be loaded to less than full visible capacity. The vehicle loaded to less than full visible capacity will be assessed charges as if it were a separate shipment.

c. This rule does not apply to: tender rates or charges based on rate qualifiers DH, DL, DZ, PG, PJ, PV, PY, ST; tender rates based upon equipment code designators AD1, AD2, AD3, AD4, AW, A10 or A20, in the DOD tender; or to shipments subject to ITEMS 415, 416 or 435.

Section 3

ITEM 70 (continued) (C)3. Charges.

a. The charge for each vehicle loaded to full visible capacity will be based on either the truckload charge, when Rate Qualifiers PL and PM are used; or the highest truckload minimum weight (or actual weight if in excess of the applicable minimum weight) and accompanying truckload rate applicable to the equipment ordered and loaded.

b. When line-haul charges are based upon Rate Qualifier PQ and the equipment offered in Item 13, Section A, of the tender, is a doubles type van trailer (equipment code AY1), the highest minimum weight for capacity load charges will be 30,000 pounds rated at the carrier's PQ rate for 30,000 pounds, applicable to the shortest route mileage from point of origin to final destination, determined by use of the governing mileage guide. When line-haul charges are based upon Rate Qualifiers other than PL, PM, or PQ, and the equipment offered in Item 13, Section A, of the tender is a doubles type van trailer (equipment code AY1), the highest minimum weight for capacity load will also be 30,000 pounds. Carriers offering AY1 equipment will provide this minimum weight and applicable truckload rate in their appropriate tenders.

4. See ITEM 60, ALTERNATION OF RATES and ITEM 140, MAXIMUM CHARGES.

Section 3

ITEM 71**CARRIER SAFETY RATINGS**

1. The Military Traffic Management Command's (MTMC) policy is not to do business with interstate carriers known to have "unsatisfactory" safety ratings assigned by the Bureau of Motor Carrier Safety (BMCS), Department of Transportation (DOT).
2. Interstate carriers determined to have an "unsatisfactory" rating will be placed in a nonuse status and will remain in nonuse until their safety rating is upgraded to "satisfactory". The carrier is then responsible for arranging a reaudit by BMCS, DOT and notifying MTMC of the upgrading of its safety rating to "satisfactory". Upon verification of the "satisfactory" rating, the carrier's nonuse status will be lifted by MTMC.

ITEM 73 (C)**CHAINS & BINDERS (CB) (See Note)**

Extra Chains and Binders. When shipper requires more than eight (8) sets of chains and binders to secure a shipment to flat bed type of equipment, carrier shall provide additional chains and binders at a charge of CB(1) \$_____ per each additional set furnished. Shipper shall annotate the GBL with the number of sets of chains and binders required in excess of 8 sets, e.g., "Chains and Binders CB2".

NOTE: Provisions of this item will also apply when nylon straps (in lieu of chains) are required by the shipper and furnished by the carrier.

Section 3

ITEM 75**CLAIMS**

Carriers will process U.S. Government claims for loss, damage, overcharge and duplicate payment in accordance with the following regulations: As prescribed by the Interstate Commerce Commission and published in Parts 1005 and 1008, Title 49, of the Code of Federal Regulations; and, as applicable to U.S. Government property as published in Parts 101-40 and 101-41, Title 41, of the Code of Federal Regulations.

ITEM 76**CRATED HOUSEHOLD GOODS - UNACCOMPANIED BAGGAGE**

1. Carriers wishing to handle Direct Procurement Method (DPM) shipments of crated household goods - unaccompanied baggage, may do so through submission of the DOD Standard Tender of Freight Service, MT Form 364-R.
2. DPM shipments may be handled under one of the following DOD Unique Commodity Codes by placing an "X" next to DOD Unique and entering the following in the description field in Line 14 of the DOD tender. When included in FAK shipments the applicable FAK released value will apply. (No other FAK commodity description may be used.)

a.	<u>NUMBER</u>	<u>DESCRIPTION</u>
	999912-01	FAK, RV not to exceed \$1.75 Per Pound
	999913-01	FAK, RV not to exceed \$2.50 Per Pound

(For further information concerning DOD Unique Commodity Codes 999912, Sub 1 and 999913, Sub 1, see ITEMS 113 and 116 in this publication and Section A of the tender instructions.)

- b. Alternatively, a carrier may use the following specific DOD unique commodity description:

<u>NUMBER</u>	<u>DESCRIPTION</u>
100240-01	Crated Household Goods - Unaccompanied Baggage, RV not to exceed 10 Cents Per Pound

3. No carrier entry is required in Line 15 of the DOD tender, and a released value statement by the DOD shipper is not required on the bill of lading. See ITEM 190, concerning released value rates.

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ITEM 78 SUBMISSION OF CHARGES FOR ACCESSORIAL SERVICES REQUESTED BY CONSIGNOR/CONSIGNEE

Charges for accessorial services described in ITEMS 85, 90, 132, 150, 185, 195, and 220 will be chargeable to the appropriation and allotment designated by the military department or Government agency which has jurisdiction over the local activity where the charges actually accrued. Carriers will submit all invoices for these charges to the Transportation Officer at the local activity involved.

ITEM 80**CUSTOMS OR IN BOND FREIGHT**

1. Charges incurred by the carrier for customs or in bond clearance shall be advanced by the carrier for subsequent collection from the Government, subject to the provisions of ITEM 55, ADVANCING CHARGES.
 2. Shipments detained or held in the carrier's possession for customs or in bond clearance may also be subject to Detention or Storage charges named in ITEMS 85, 90, and 220. For the purposes of applying storage rules and charges in connection with such shipments, notification by the carrier to the Deputy Collector of Customs that a shipment is available for customs inspection will constitute tender of shipment for delivery.
 3. Line-haul transportation charges on DOD shipments requiring customs clearance at a location other than the final destination shall be subject to the circuitous routing provisions in ITEM 200, ROUTING.
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Section 3

ITEM 85 (C)**DETENTION: VEHICLES WITH POWER UNITS (DP)**

(See NOTES 1 and 2 herein and NOTE 2, ITEM 90)

When carrier's vehicle with power unit (straight truck, tractor-trailer combination, or dromedary box) is delayed or detained for loading or unloading on the premises of consignor, consignee, or other premises approved by them, and such delay or detainment is attributable to the consignor or consignee, the shipment (or the combined weight of multiple shipments) being loaded or unloaded will be subject to the following provisions:

1. Free time. Carriers will allow the free time periods listed below for loading or unloading carrier's vehicle.

<u>TYPE OF SHIPMENT(S)</u>	<u>FREE TIME</u>
a. Vehicles loaded on Motor Vehicle Transport Trailers (Equipment Code A20)	1 hour (waiting time to begin loading or unloading)
b. Vehicles loaded on flat-bed equipment	3 hours
c. Fully palletized shipments, 20,000 lbs. and over	2 hours (NOTE 1)

Actual weight in pounds per vehicle stop, not palletized, subject to NOTE 1.

d. Less than 3,000 lbs	1 hour
e. 3,000 lbs. but less than 10,000 lbs	3 hours
f. 10,000 lbs. but less than 20,000 lbs.	3 hours
g. 20,000 lbs. and over	4 hours

Free time shall begin from the time carrier's employee notifies a responsible representative of the consignor or consignee that the vehicle is available and ready for loading or unloading, and it is within the consignor's/consignee's normal operating hours or acceptance hours as annotated on the bill of lading.

The computation of time, in paragraph (1) above, is to be made within the normal business (shipping) day at the designated premises at the place of pickup or delivery, except if a carrier or its representative is permitted to work beyond this period, such working time shall also be included. When loading or unloading is not completed at the end of such day, time will be resumed at the beginning of the next work day, or when work the next day is actually begun by the carrier or its representative, if earlier.

A shipment will be considered as "fully palletized" when at least 90% of the shipment weight (exclusive of pallet weight) is loaded on pallets.

Section 3

ITEM 85 (continued)

2. Charges. If loading or unloading extends beyond the allowable free time, the charge will be DP(1) _____ for each hour, or fraction thereof, the vehicle is delayed beyond the allowable free time, until released by the shipper or consignee. Detention charges provided herein will be assessed during normal business hours only.

3. This rule will also apply: When shipper or consignee requires that the tractor be disconnected from the trailer during loading or unloading, and parked elsewhere on the shipper's or consignee's premises; or when shipper or consignee directs that the trailer be left overnight and the tractor be parked at other than shipper's or consignee's premises.

NOTE 1: If the material (boxes, crates, pieces, parts, etc.) comprising the nonpalletized shipment is unloaded or loaded by pallet jack, fork lift, or other type of material handling equipment - without use of pallets - then the free time allowed (not to exceed 2 hours) will be one-half of the free time allowed for shipments not palletized. To be eligible for this exception, at least 90% of the weight must be loaded or unloaded in the manner described. Fully palletized shipments weighing less than 20,000 pounds will be allowed one-half the free time in 1(d), 1(e) or 1(f).

NOTE 2: Authorization for waiver of charges (effective December 17, 1986) contained in interim change letter dated December 23, 1986, is now contained in ITEM 10 of this publication. ITEM 85 amendments filed according to this letter do not have to be refilled to conform with the revised instructions in ITEM 10, unless a carrier wishes to do so.

ITEM 90**DETENTION: VEHICLES WITHOUT POWER UNITS (DW) (See NOTES 1, 2 and 3)**

Subject to the availability of equipment and carrier's approval, carriers may spot vehicles without power units (empty or loaded trailers) for loading or unloading on the premises of the consignor or consignee, or on other premises designated by them. When such vehicles are delayed or detained, and the delay is attributed to the consignor or consignee, the shipment (or the combined weight of multiple shipments) being loaded or unloaded will be subject to the following provisions:

1. Free time.

a. Trailers spotted for loading or unloading will be allowed 24 hours of free time for loading/unloading, which will commence when the trailer is spotted for loading or unloading.

b. When any portion of the free time extends into a Saturday, Sunday or holiday, the computation of free time will resume at 12:01 a.m. on the next day which is neither a Saturday, Sunday or holiday.

c. Free time shall not begin on a Saturday, Sunday or holiday, but at 8:00 a.m. on the next day which is not a Saturday, Sunday or holiday.

2. Dual transactions. When a trailer is both unloaded and reloaded, each transaction will be treated independently of the other. Free time for loading shall not begin until free time for unloading has elapsed.

Section 3

ITEM 90 (continued) (C)

3. End of detention. Detention will end when consignor or consignee notifies carrier by telephone that loading or unloading has been completed and that the trailer is available for pickup.

a. After loading/unloading has been complete and the carrier has been notified, carrier must connect and pull his equipment in a timely manner. Carrier's equipment is considered released after carrier has been notified by the shipper or consignee.

b. If loading/unloading has not extended beyond the free time, but the carrier has failed to connect and move his equipment in a timely manner after being notified by the consignor or consignee, neither consignor nor consignee will not be subject to any detention charges. Also, carriers credits earned on equipment held cannot be used by the carrier to offset debits chargeable on his equipment awaiting to be moved.

4. Charges. Charges for detention of vehicles without power units will be:

a. For each of the first and second 24-hour periods of fraction thereof that vehicle is detained beyond the allowable free time, the charge will be DW(1) \$_____ per 24-hour day or fraction thereof.

b. For each of the third and fourth 24-hour periods of fraction thereof that vehicle is detained beyond the allowable free time, the charge will be DW(2) \$_____ per 24-hour day or fraction thereof.

c. For the fifth and each succeeding 24-hour period or fraction thereof that vehicle is detained beyond allowable free time, the charge will be DW(3) \$_____ per 24-hour day or fraction thereof.

NOTE 1: Certain Government installations have specific agreements for storing and relocating carrier equipment for loading and unloading and/or detention charges. (See ITEMS 600 and 605 for application.)

NOTE 2: Installations incurring charges under ITEMS 85 and/or ITEM 90 will be billed direct. SEE ITEM 78 herein.

NOTE 3: Authorization for waiver of charges (effective December 17, 1986) contained in interim change letter dated December 23, 1986, is now contained in ITEM 10 of this publication. ITEM 85 amendments filed according to this letter do not have to be refiled to conform with the revised instructions in ITEM 10, unless a carrier wishes to do so.

Section 3

ITEM 95 (C)**DISTRIBUTION OF TENDERS**

The submission and distribution of all tenders (including supplements) for the movement of DOD military freight shipments and Direct Procurement Method (DPM) shipments of crated household goods and unaccompanied baggage will be accomplished in accordance with the following procedures:

1. Submission.

a. All tenders, both load and less load. The carrier will mail or deliver two (2) signed and eight (8) unsigned copies of the tender to:

HQ, Military Traffic Management Command Eastern Area
ATTN: MTEA-INS-T
Room 142, Building 82
Military Ocean Terminal
Bayonne, NJ 07002-5302

b. Advance or informational copies of tenders will not be sent to any Department of Defense (DOD) shipper, DOD agency or service, MTMC Area Command office, or HQMTMC office.

c. 600,000 Tenders and Supplements. Tenders and supplements numbered in the 600,000 series will continue to be mailed or delivered to the MTMC, Deputy Chief of Staff for Operations, Falls Church, VA, in accordance with instructions issued in our office negotiations.

2. Receipt and Return. Subsequent to receipt and examination of the tender, MTEA will assign to the tender a distribution number and date and will mail back to the carrier one copy of the tender imprinted with the assigned distribution number and date, for distribution by the carrier, as provided in paragraph 3.

Section 3

ITEM 95 (continued)3. Distribution.

a. If the tender applies to less-load (LTL) traffic, carrier will reproduce the requisite number of additional tender copies, showing MTEA official distribution number and date, and mail or deliver them to all shipping activities. Carriers will not send tender copies to preferred shippers to the exclusion of all other eligible shippers. Repeated failure to furnish DOD shippers with applicable copies of LTL tenders will subject the tender to removal from further consideration in the routing of DOD LTL freight traffic. LTL tenders covering Classes A and B Ammunition, Explosives or Fireworks will not be distributed to DOD shippers. In addition, carrier will furnish a copy of tenders covering household goods or unaccompanied baggage to any affected Personal Property office.

b. Perishable Subsistence. In addition, carrier will mail or deliver one copy of their tenders or supplements that apply to perishable subsistence to:

Defense Personnel Support Center
ATTN: DPSC-NTB (Mr. Fred Emmer)
2800 South 20th Street
Philadelphia, PA 19101-8419

c. DPM Crated Household Goods Unaccompanied Baggage. The carrier furnish one copy of tenders or supplements applying to DPM control household goods to the Personnel Property Office affected.

Section 3

ITEM 96**DUNNAGE**

Each shipper will provide dunnage (temporary blocking or lining, racks, standards, strips, stakes, or similar bracing supports which do not constitute a shipping container or package or a part of the transportation vehicle) to protect and secure shipments for transportation. Carrier may provide dunnage at shipper's request (not applicable on Classes A, B or C, Ammunition, Explosives or Fireworks). Charges will be advanced as provided in ITEM 55, ADVANCING CHARGES.

ITEM 97**DUNNAGE ALLOWANCE (DA)**

A dunnage allowance of DA(1) \$_____ per shipment when applicable, may be declared and stated separately on the bill of lading. This allowance will be deducted by the carrier from the line-haul transportation charges.

ITEM 100**EQUIPMENT, EMPTY TRAILERS - RETURN OF (ER)**

When required to support a DOD initiative, and when approved by MTMC Area Commands, and shipper or consignee requests by appropriate notation on the bill of lading the immediate return of carrier's empty equipment from destination back to original point of origin, a charge of ER(1)\$_____ per mile shall be assessed for deadhead (movement of empty tractor-trailer combination or special equipment) miles from point of destination back to original point of origin. Mileage will be computed over the shortest route as determined by the governing mileage guide. (Return mileage charge will not exceed carrier's lowest line-haul transportation charges for the same type of equipment, regardless of commodity, in any tender filed with MTMC which applies from destination back to original point of origin).

Section 3

ITEM 101**EQUIPMENT - SPECIALIZED (ES) (NOTE 1)**

ITEM 101 EXPIRED AS OF NOVEMBER 1, 1989.

EQUIPMENT CODES PUBLISHED IN TENDER INSTRUCTIONS TO MT FORM 364-R WILL APPLY.

Section 3

ITEM 105 (C)EXCLUSIVE USE OF VEHICLE (EU)

Neither the application of seals or locks by the Government, (See ITEM 205), nor notation of a Desired Delivery Date (DDD) or Required Delivery Date (RDD) on the bill of lading shall be interpreted as a request for exclusive use or expedited service. Vehicles sealed by either shipper or carrier for carrier convenience, may not be construed as requiring exclusive use, and carrier may remove seals or locks to add other freight.

Carriers will provide exclusive use of vehicle service to DOD shippers upon request, subject to the following definitions, conditions and charges:

a. Definition. Exclusive use service means that the vehicle furnished will be devoted exclusively to the transportation of the shipment, without the breaking of seals or locks and without the transfer of lading for carrier's convenience.

b. Conditions.

(1) Shipper will request exclusive use service by annotating "Exclusive use of vehicle requested by the Government," on the bill of lading. In addition, the following endorsement will be notated on the bill of lading to be completed by the carrier's agent at destination:

"I certify that exclusive use of vehicle service was furnished from:

_____ (origin) _____ to _____ (destination) _____

(signature of carrier's agent)"

(2) When exclusive use service is requested, such request will not include expedited service (see ITEM 110) unless expedited service is also requested and an annotation to that effect is made on the bill of lading.

(3) In the event a lock or seal is removed from a vehicle, carrier will immediately relock or reseal the vehicle and will notate the accompanying papers with the new lock or seal number and the reason for removal of the original lock or seal. No freight will be added to the vehicle except at instruction of the consignor or consignee.

c. Charges. Exclusive use service shall only apply to truckload shipments, subject to truckload rates, minimum weights and/or charges. The charge for this service will be EU(1)\$_____ per mile per vehicle, in addition to the tender charges for line-haul transportation. See ITEM 106 for exception to the application of charges for this service.

Section 3

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Section 3

ITEM 106 (C) EXCLUSIVE USE OF VEHICLE - EXCEPTION TO ITEM 105

1. Subject to the definition and conditions in Paragraphs 1 and 2, ITEM 105, exclusive use of vehicle, will be provided when requested by shipper; but charges for exclusive use of vehicle in ITEM 105 will not be assessed when a shipment is overdimensional and subject to ITEM 415, or when a vehicle is loaded to full visible capacity (subject to ITEM 70), or when line-haul charges are based upon a minimum weight of 45,000 pounds or actual weight in excess of 45,000 pounds, or when tender rates are based on Rate Qualifiers PG, PJ, PL, PM, PV, PY, ST, or when exclusive use of vehicle or dromedary is required as part of a transportation protective service. (See ITEMS 35 and 40, herein.)
2. Carriers desiring to offer exclusive use of vehicle as an optional accessorial service under ITEM 105 should complete Section F(2) of the DOD tender by entering the appropriate charge for EU(1). However, if carriers filing tenders with minimum weights based on 45,000 pounds or more, or one of the following Rate Qualifiers PG, PJ, PL, PM, PV, PY, or ST, desire to offer exclusive use of vehicle, they must complete Section F(2) of the DOD tender by entering EU(1) \$XX.XX. The "XXXX's" indicate that the service is provided but cannot be charged for.
3. ITEM 105 will not apply for Exclusive Use of Dromedary Service (Equipment Codes AD1, AD2, AD3, AD4, A10, and AW). Charges for Exclusive Use of Dromedary Service will be as provided in ITEMS 325, 326, or 327.

ITEM 110 (C) EXPEDITED SERVICE (EX)

The notation "RDD" (Required Delivery Date) or "DDD" (Desired Delivery Date), noted on the bill of lading, will not in itself be interpreted as a request for Expedited Service. When requested by consignor or consignee, carriers will provide Expedited Service, subject to the following definition, condition, and charges:

1. Definition. Expedited Service is the immediate dispatch of a shipment in continuous line-haul service within legal parameters, to meet the delivery schedule required by the consignor or consignee.
2. Condition. Request for Expedited Service must be annotated on the bill of lading clearly and specifically.
3. Charges. a. The charge for Expedited Service will be EX(1) \$_____ per mile per vehicle, in addition to all other transportation charges.
b. If the carrier fails to meet the Required Delivery Date (RDD) specified on the bill of lading, the carrier will not be entitled to the EX(1) charge and agrees to reduce the applicable line-haul charge and remaining accessorial charges by EX(2) _____%.

Section 3

ITEM 111

EXTRA DRIVER (ED)

ITEM CANCELLED. SERVICE NO LONG REQUIRED.

Section 3

ITEM 112 (C)**FREIGHT ALL KINDS - DOD UNIQUE NUMBER 999912 (NOTE)**

1. Freight All Kinds (FAK) consists of those commodities which carriers offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.
2. The following commodities may not be included as FAK:
 - a. Narcotics and dangerous drugs
 - b. Ammunition and explosives, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6
 - c. Radioactive materials
 - d. Etiologic agents
 - e. Crated household goods or personal effects (See ITEM 113)
 - f. Live animals
 - g. Bulk commodities
 - h. Corpses
 - i. Currency
 - j. Coins
 - k. Precious metals
 - l. Food, fresh, frozen, or requiring refrigeration
 - m. Postage stamps or stamped envelopes
 - n. Army tractor tanks and tracked vehicles
 - o. Vehicles, self-propelled
 - p. Hazardous materials, including hazardous waste
 - q. Vehicles in driveaway and/or towaway service
 - r. Any commodity assigned a DOD unique commodity code by HQMTMC
3. Carriers filing FAK tender rates may not restrict the application of those rates by imposing any further commodity, density, or classification exclusions. Tender commodity description Freight All Kinds (999912) will be understood to include all commodities, except the contraband items listed above. See Section A of MTMC Standard Tender Instructions No. 364A.
4. Except as required by regulation or law, shipments described on bills of lading as Freight All Kinds (999912) will not be further described as to individual commodities contained in the shipment.
5. Shipments containing both FAK and non-FAK commodities shall be regarded as a single shipment for the purpose of assessing charges and shall be subject to ITEM 145, MIXED SHIPMENTS, except as otherwise provided in ITEM 126, INADVERTENCE RULE, of this publication.

NOTE: See ITEM 130 herein.

Section 3

ITEM 113 (C) FREIGHT ALL KINDS - DOD UNIQUE NUMBER 999912, SUB NO. 1 (NOTE)

1. Freight All Kinds (FAK), including crated household goods or personal effects, consists of those commodities which carriers offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.
2. The following commodities may not be included as FAK:
 - a. Narcotics and dangerous drugs
 - b. Ammunition and explosives, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6
 - c. Radioactive materials
 - d. Etiologic agents
 - e. Live animals
 - f. Bulk commodities
 - g. Corpses
 - h. Currency
 - i. Coins
 - j. Precious metals
 - k. Food, fresh, frozen, or requiring refrigeration
 - l. Postage stamps or stamped envelopes
 - m. Army tractor tanks and tracked vehicles
 - n. Vehicles, self-propelled
 - o. Hazardous materials, including hazardous waste
 - p. Vehicles in driveway and/or towaway service
 - q. Any commodity assigned a DOD unique commodity code by HQMTMC, except code 100240, Sub No. 1
3. Carriers filing FAK tender rates may not restrict the application of those rates by imposing any further commodity, density, or classification exclusions. Tender commodity description Freight All Kinds (999912, Sub 1) will be understood to include all commodities, except the contraband items listed above. See Section A of MTMC Standard Tender Instructions No. 364A.
4. Except as required by regulation or law, shipments described on bills of lading as Freight All Kinds (999912, Sub No. 1) will not be further described as to individual commodities contained in the shipment.
5. Shipments containing both FAK and non-FAK commodities shall be regarded as a single shipment for the purpose of assessing charges and shall be subject to ITEM 145, MIXED SHIPMENTS, except as otherwise provided in ITEM 126, INADVERTENCE RULE, of this publication.

NOTE: See ITEM 130 herein.

Section 3

ITEM 115 (C) FREIGHT ALL KINDS - DOD UNIQUE NUMBER 999913 (NOTES 1 and 2)

1. Freight All Kinds (FAK) consists of those commodities which carriers offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.

2. The following commodities may not be included as FAK:

- a. Narcotics and dangerous drugs
- b. Ammunition and explosives, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6
- c. Radioactive materials
- d. Etiologic agents
- e. Crated household goods or personal effects (See ITEM 116)
- f. Live animals
- g. Bulk commodities
- h. Corpses
- i. Currency
- j. Coins
- k. Precious metals
- l. Food, fresh, frozen, or requiring refrigeration
- m. Postage stamps or stamped envelopes
- n. Army tractor tanks and tracked vehicles
- o. Vehicles, self-propelled
- p. Vehicles in driveway and/or towaway service
- q. Any commodity assigned a DOD unique commodity code by HQMTMC

3. Carriers filing FAK tender rates may not restrict the application of those rates by imposing any further commodity, density, or classification exclusions. Tender commodity description Freight All Kinds (999913) will be understood to include all commodities, except the contraband cargo listed above. See Section A of MTMC Standard Tender Instructions No. 364A.

4. Except as required by regulation or law, shipments described on bills of lading as Freight All Kinds (999913) will not be further described as to individual commodities contained in the shipment.

5. Shipments containing both FAK and non-FAK commodities shall be regarded as a single shipment for the purpose of assessing charges and shall be subject to ITEM 145, MIXED SHIPMENTS, except as otherwise provided in the ITEM 126, INADVERTENCE RULE, of this publication.

NOTE 1: Each FAK shipment may include non-sensitive ammunition and explosives, Divisions 1.4, 1.5, and 1.6, whose combined weight does not exceed 1,000 pounds.

NOTE 2: See ITEM 130 herein.

Section 3

ITEM 116 (C) FREIGHT ALL KINDS - DOD UNIQUE NUMBER 999913, SUB NO. 1 (NOTES 1 and 2)

1. Freight All Kinds (FAK), including crated household goods or personal effects, consists of those commodities which carriers offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.

2. The following commodities may not be included as FAK:

- a. Narcotics and dangerous drugs
- b. Ammunition and explosives, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6
- c. Radioactive materials
- d. Etiologic agents
- e. Live animals
- f. Bulk commodities
- g. Corpses
- h. Currency
- i. Coins
- j. Precious metals
- k. Food, fresh, frozen, or requiring refrigeration
- l. Postage stamps or stamped envelopes
- m. Army tractor tanks and tracked vehicles
- n. Vehicles, self-propelled
- o. Vehicles in driveaway and/or towaway service
- p. Any commodity assigned a DOD unique commodity code by HQMTMC, except code 100240, Sub No. 1

3. Carriers filing FAK tender rates may not restrict the application of those rates by imposing any further commodity, density, or classification exclusions. Tender commodity description Freight All Kinds (999913, Sub No. 1) will be understood to include all commodities, except the contraband items listed above. See Section A of MTMC Standard tender Instructions No. 364A.

4. Except as required by regulation or law, shipments described on bills of lading as Freight All Kinds (999913, Sub No. 1) will not be further described as to individual commodities contained in the shipment.

5. Shipments containing both FAK and non-FAK commodities shall be regarded as a single shipment for the purpose of assessing charges and shall be subject to ITEM 145, MIXED SHIPMENTS, except as otherwise provided in ITEM 126, INADVERTENCE RULE, of this publication.

NOTE 1: Each FAK shipment may include non-sensitive ammunition and explosives, Divisions 1.4, 1.5, and 1.6, whose combined weight does not exceed 1,000 pounds.

NOTE 2: See ITEM 130 herein.

Section 3

ITEM 120 (C)**FURNISHING OF VEHICLES AND EQUIPMENT**

1. Carriers shall furnish vehicles with all equipment necessary to safely transport the freight for which shipper has requested transportation, and shall be responsible for securing of the cargo and protecting it from the elements. See ITEMS 73 and 96, and Note 2 of ITEM 178.
 2. If carriers furnish a vehicle that contains more equipment or exceeds the specifications necessary to safely transport the freight, it shall be furnished at the carriers' own convenience and without additional cost to the Government. Freight charges will be assessed on the basis of the equipment ordered.
 3. Equipment furnished for loading may be rejected by the shipper if, upon inspection, such equipment is considered unfit for the required transportation. Rejected equipment will not be subject to charges for VEHICLE FURNISHED BUT NOT USED, ITEM 240 in this publication.
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ITEM 125 (C) HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE (HF)

1. When requested by consignor or consignee, and carrier operating conditions permit, carriers will move shipments or partial shipments from or to positions beyond the immediately adjacent loading or unloading position.
 2. A vehicle shall be considered "immediately adjacent" to a loading or unloading position when it is separated therefrom only by an intervening sidewalk or walkway.
 3. This service shall be provided at a charge of HF(1) \$_____ per hundred pounds, subject to a minimum charge of HF(2) \$_____ per shipment, and a maximum charge of HF(3) \$_____ per shipment.
 4. When shipments are accorded split pickup, split delivery, or stopped in transit to complete loading or for partial unloading, the charges will apply to each stop separately, wherever the service is performed.
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Section 3

ITEM 126 (C)**INADVERTENCE RULE**

(See ITEM 60 for application & alternation of rates)

Section 10721 Tenders submitted for movement of military freight shipments and/or DPM shipments.

Tenders inadvertently accepted and distributed by MTMC which are later found to be not in compliance with DOD tender filing instructions, or the applicable MTMC rules and/or rate publication, are subject to immediate removal. The issuing carrier will be advised when tenders are removed under these circumstances.

Determination of Freight Charges - Mixed Shipments.

Mixed commodity shipments (including contraband commodities inadvertently included in FAK shipments and inadvertently accepted by the carrier, but later discovered by the carrier) will be rated as outlined below:

1. When carrier has tenders on file covering the specific commodities in the mixed shipment, applying between the same origin and destination, charges on each commodity in the shipment will be determined in the following manner:

When Rate Qualifiers in tenders are the same as:Determination of Charges

- | | |
|--|--|
| a. PH (Per Hundredweight) | Under <u>MIXED SHIPMENTS</u> rule, ITEM <u>145</u> |
| b. PZ (Per Hundredweight (Per Mile) | Under <u>MIXED SHIPMENTS</u> rule, ITEM <u>145</u> |
| c. PQ (Percent of Class Rates) | Under <u>MIXED SHIPMENTS</u> rule, ITEM <u>145</u> |
| d. PL (\$ Charge Per Trailer Used),
or PM (Per Mile Per Vehicle Used) | Under <u>MIXED SHIPMENTS</u> rule, ITEM <u>145</u> |

When Rate Qualifiers in tenders are not the same:

- | | |
|---|---|
| e. but are a combination of PH, PZ, PL, PM or PQ; or DH, DL, or DZ. | Under <u>MIXED SHIPMENTS</u> rule, ITEM <u>145</u>
(Dissimilar rate qualifiers and their rates/charges may be converted to rates/charges of like-kind for rating purposes. The lowest combination of charges obtainable will apply.) |
|---|---|

Section 3

ITEM 126 (continued) (C)

2. When less-than-truckload rates are required to achieve the lowest shipment charge under ITEM 140 and carrier does not have a less-than-truckload tender on file with MTMC covering a commodity in the mixed shipment, the classification rating of these commodities will be determined from the NMFC; and applicable less-than-truckload rates will be taken from MCRP No. 100A.
3. Voucher for added freight charges under this rule must be accompanied by sufficient Government documents to identify the contraband commodity or commodities in the shipment.
4. Contraband commodities will be rated as a separate shipment, either at class rates using MTMC Class Rate Publication No. 100A or under the specific commodity tender to produce the lowest charge. The lowest charge will then be added to the initial total line-haul transportation charge.

ITEM 127 (C)**INSURANCE - CARGO**

1. Motor carriers submitting tenders for the movement of general commodity military shipments are expected to provide adequate cargo insurance for the commodities covered in their tenders. Under the MTMC Carrier Qualification Program, carriers of general commodities, including hazardous materials, are required to maintain a minimum of \$150,000 cargo insurance, regardless of released value. A minimum cargo insurance of \$20,000 per vehicle transported (e.g., automobile transporters or vehicles in haulaway service) is also required. Self-insurance will not be accepted.
2. Motor carriers will be required to have their insurance company provide proof of cargo insurance to MTMC on a certificate of insurance form. The deductible portion will be shown on the certificate. The insurance underwriter must have a policyholder's rating of "A" or better in Best's Insurance Guide. The certificate holder block of the form will indicate that HQMTMC, ATTN: MTOP-JF, 5611 Columbia Pike, Falls Church, VA 22041-5050 will be notified in writing, 30 days in advance of any change or cancellation.
3. Carriers that already have tenders on file will be phased in over a two-year period. Carriers will be notified when to submit qualification requirements. Once notified, their cargo insurance level will have to meet the above minimums. Inadequate insurance coverage or failure to provide proof of insurance coverage will be sufficient cause for immediate removal of carrier's tenders. Carriers will be advised when tenders are removed under these circumstances.

Section 3

ITEM 130 (C)**LIABILITY OF CARRIER (LI) (NOTE)**

1. Except as otherwise provided in ITEM 190, RELEASED VALUE RATES, or in Paragraph 2 below, carriers will be liable for all loss, damage, undue delay, misdelivery, or other result occurring to freight in its possession, unless caused by acts of God, acts of the public enemy, act or default of the shipper, act of the public authority, or inherent nature or vice of the cargo.

2. Freight All Kinds (FAK). a. For all FAK shipments weighing less than 15,000 pounds, as described in ITEMS 112, 113, 115, and 116, carrier liability for lost and/or damaged cargo will be limited to the lower dollar amount either of \$50,000 or the actual amount of the loss and/or damage to the article(s). Should a shipper desire to declare and establish a cargo liability for an amount greater than \$50,000, the carrier agrees to provide this increased liability coverage for LI(1) \$_____ for each \$100 increase in loss and/or damaged cargo liability over the maximum liability.

b. For all FAK shipments weighing 15,000 pounds or more, as described in ITEMS 112, 113, 115, and 116, carrier liability for lost and/or damaged cargo will be limited to the lower dollar amount either of \$150,000 or the actual amount of the loss and/or damage to the cargo. Should a shipper desire to declare and establish a cargo liability for an amount greater than \$150,000, the carrier agrees to provide this increased liability coverage for LI(2) \$_____ for each \$100 increase in loss and/or damaged cargo liability over the maximum liability.

c. All DOD motor freight FAK shipments governed by this rules publication are subject to the released liabilities stated in Paragraphs 1 and 2 above. No other released liabilities, regardless of where they are published, apply.

NOTE: In the case of shipments that will require carrier to obtain cargo liability insurance in excess of above limitations, carrier will be given 72 hours' notice prior to expected pick-up date for said shipments.

ITEM 132**LOADING - UNLOADING BY CARRIER (LU) (See NOTE)**

Except as otherwise provided herein, the rates in carrier tenders are applicable only when loading and unloading is performed by the consignor and consignee. If carrier is required to perform the loading and/or unloading service unassisted by consignor or consignee, it will be provided at a charge of LU(1) \$_____ per hundredweight, subject to a minimum charge of LU(2) \$_____.

a. Charges will be based on actual weight handled.

b. Consignor and/or consignee requesting the unloading service shall provide certification that the service was performed and indicate the amount of weight handled by the carrier.

NOTE: See ITEM 78 herein.

ITEM 135**LOCATION OF GOVERNMENT INSTALLATIONS**

1. Government installations named in the origin or destination blocks of the Government bill of lading will be recognized as the intended origin or destination regardless of any conflict with a post office address. See ITEM 22 for application of Standard Point Location Codes.

2. Transportation charges will apply from or to the Government installation origin or destination points designated regardless of the location of the receiving or shipping facilities within the installation boundaries.

Section 3

ITEM 140 (C)**MAXIMUM CHARGES**

1. Subject to the provisions of ITEM 60, herein, in no case shall the charge for any shipment from and to the same point, via the same route of movement, be greater than the charge for a greater quantity of the same commodity in the same shipping form and subject to the same packing provisions at the rate or rates and weight applicable to such greater quantity of freight.
2. When alternating truckload charges, rates and minimum weights are provided in a tender or different tenders, as provided in ITEM 60, charges will be the lowest that can be computed, either by use of carrier's less-than-truckload class or commodity tender rates, at actual or authorized estimated weight, or by use of any of the truckload charges or rates subject to the truckload minimum weights, or actual quantity shipped if greater, provided for such rates (except as provided in ITEMS 70, 105, 416, and 435).

ITEM 145**MIXED SHIPMENTS**

1. When two or more articles subject to different tender rates or different tender minimum weights are shipped at one time on a single bill of lading, or on multiple bills of lading that are cross-referenced to a single bill of lading, carriers will treat them as a single shipment for the purpose of determining transportation charges.
 2. The rate applicable to each article will be the tender rate which would apply if that article was tendered as a single shipment weighing the same as the aggregate weight of the mixed shipment. The minimum weight for the entire shipment will be the highest minimum weight applicable to any article in the shipment.
 3. Any deficit between the actual total weight and the minimum weight will be charged for at the lowest tender rate applicable to any article in the shipment.
 4. In no case will the total charges on a mixed shipment exceed the charges that would have applied had the articles been shipped as separate shipments.
 5. Charges for mixed shipments will be determined according to the schedule in ITEM 126, subject to ITEM 60 for application and alternation of rates.
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Section 3

ITEM 150 (C)**PRELODGING (PR) (NOTE 1)**

1. When prelodging of shipping documents is required by the consignee, the following definition will apply:
 - a. Prelodging. Prelodging is the hand delivery of shipping documents by the delivering carrier 24 hours or more prior to the delivery of a shipment or shipments, to a location designated by the consignee. The shipping documents will be contained in an envelope marked with the permit number, date and time of delivery, and the delivering carrier's name.
2. When the delivering carrier consolidates multiple shipments for delivery (all of which required prelodging by the consignee) to the same consignee on the same date, and each shipment, or more than one shipment, is subject to different DOD tenders filed with HQMTMC, the delivering carrier shall bill the lowest prelodge charge available under this item, in any of the individual tenders applicable to the individual shipments in the consolidated delivery.
3. Invoices submitted to the consignee for payment of prelodge charges will be cross referenced as to GBL number(s), carrier's pro number(s), permit number, and the date the prelodge service was provided.
4. Charges. When required by the consignee, the charge for prelodging shall be PR(1) \$_____ per delivery vehicle.

NOTE 1: See ITEM 78, herein.

ITEM 155 (C)**PACKING AND PACKAGING**

Shipments by motor carrier will be subject to the Packing and Packaging rules contained in the National Motor Freight Classification, Tariff 100-series, or subsequent issues and/or ATA Hazardous Materials Tariff, ICC ATA 111-A, or subsequent issues.

Section 3

ITEM 160 (C) PALLETS, PLATFORMS OR SKIDS (PP) (See NOTE 1)

1. When a shipment is loaded on pallets, platforms or skids (PP), and the PP weight is stated separately on the bill of lading by the shipper, carrier agrees to exclude PP weight from the shipment weight on which transportation charges are assessed, provided that the PP weight does not exceed PP(1) _____percent of the total shipment weight.
2. PP weight which exceeds the percentage of the total shipment weight stated above shall be assessed transportation charges based on the rate or charge applicable to the lowest rated commodity in the shipment.

NOTE 1: This item is not applicable to shipments moving on rates subject to rate qualifiers DL, DH, DZ, PL or PM in the DOD Standard Tender of Freight Services.

ITEM 165 PICKUP AND DELIVERY

1. Inclusion in line-haul rates. The line-haul rates and charges named in carrier's tender shall include one pickup at origin and one delivery at destination. Additional pickups and deliveries at origin, in transit or at destination, may be subject to additional carrier charges. See ITEM 210, SPLIT PICKUP AND DELIVERY, and ITEM 215, STOP-OFF IN TRANSIT.
 2. Loading and unloading. Loading and unloading will be performed by the consignor and consignee. Except on dropped trailers, the carrier's driver may assist the consignor or consignee upon request. Such assistance may include, but not necessarily be limited to, the counting of articles being unloaded or loaded. If carrier loading or unloading is requested by the consignor or consignee, it may be provided by the carrier, subject to the provisions of ITEM 132, LOADING - UNLOADING BY CARRIER.
 3. Time of pickup and delivery. Pickup and delivery shall be performed by the carrier during the normal weekday business hours of the consignor and the consignee, except as provided in ITEM 175, PICKUP AND DELIVERY ON SATURDAY, SUNDAY, OR HOLIDAYS, OR NORMAL BUSINESS DAYS, BEFORE OR AFTER NORMAL BUSINESS HOURS.
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ITEM 170 PICKUP AND DELIVERY AT PIERS AND WHARVES

Lawful charges incurred by the carriers at piers and wharves for pickup and delivery shall be advanced by the carrier for subsequent collection from the Government in accordance with ITEM 55, ADVANCING CHARGES.

Section 3

ITEM 175 PICKUP AND DELIVERY ON SATURDAY, SUNDAY OR HOLIDAYS, OR ON NORMAL BUSINESS DAYS BEFORE OR AFTER NORMAL BUSINESS HOURS (PD)

When consignor or consignee requests pickup or delivery service on Saturdays, Sundays or Holidays, or on normal business days, before or after normal weekday business hours, carrier will provide such service subject to the following charges:

1. Normal business day. Pickup and delivery service before or after normal weekday business hours of consignor/consignee shall be performed for a charge of PD(1) \$_____ per hour or fraction thereof for each driver furnished.
2. Saturdays. Saturday pickup and delivery service shall be performed for a charge of PD(2) \$_____ per hour or fraction thereof for each driver furnished, subject to a minimum charge of PD(3) \$_____ per driver furnished.
3. Sundays and Holidays. Sunday and holiday pickup and delivery service shall be performed for a charge of PD(4) \$_____ per hour or fraction thereof for each driver furnished, subject to a minimum charge of PD(5) \$_____ per driver furnished.
4. Computation of time. Time will be computed from the time driver(s) arrives at pickup or delivery facility and reports to a responsible representative of consignor/consignee that carrier's equipment is available for loading/unloading, to time the pickup or delivery is completed and driver(s) is released by consignor or consignee. Shipper/consignee will note the time required for the pickup or delivery on the GBL.
5. Request for pickup on normal business day before or after normal weekday business hours, and on Saturday, Sunday or Holidays must be clearly and specifically annotated by consignor or consignee on the bill of lading.

ITEM 176 PREARRANGED SCHEDULING OF VEHICLE ARRIVAL FOR LOADING OR UNLOADING
(NOTES 1 and 2)

Upon reasonable request of consignor, consignee or others designated by them and subject to the provisions contained herein, carrier may, without additional charge, prearrange schedules for arrival of vehicles for loading or unloading shipments governed by ITEMS 85 and 90.

- a. Request for prearranged scheduling may be oral or in writing.
- b. Prearranged schedules for arrival of vehicle for loading or unloading may be on a one-time or continuous basis mutually agreeable to all parties. Continuous prearranged scheduling agreements may be terminated by any party to the agreement on not less than 24 hours notice prior to the effective date of such publication.
- c. The schedule time for arrival of vehicle for unloading should be prior to the time storage charges would begin to accrue. If arrival time for unloading is not so scheduled, storage charges will be assessed as provided in ITEM 220.

Section 3

ITEM 176 (continued)

d. If carrier's vehicle arrives prior to the scheduled time, time shall begin to run from the scheduled time or actual time loading or unloading commences, whichever is earlier.

NOTE 1: The term "Vehicle" includes trailers which are dropped or spotted for loading or unloading, straight trucks or tractor-trailers combinations.

NOTE 2: This item does not apply to export shipments requiring notification and/or prelude services as described in ITEM 150 herein.

ITEM 177**PROMPT PAYMENT ACT**

1. Carrier invoices, properly supported, for transportation charges (Public Voucher for Transportation Charges, Form SF-1113) will be payable within 30 days from the date of receipt of proper invoice, by the paying agency in accordance with the Prompt Payment Act (31 U.S.C., Section 3901 et seq). Carriers cannot impose payment terms contrary to the provisions of the Prompt Payment Act, except to add voluntarily a discount for expedited payment.

2. Exception to Billing Procedures. Individual Government bills of lading (GBLs) for which the total charge for services rendered is \$5,000 or more will be submitted on a Public Voucher for Transportation Charges (SF 1113) separate from other GBLs for which the charges are less than \$5,000. Several GBLs, each having individual charges of \$5,000 or more, may be presented on the same voucher. When vouchers containing GBLs with charges of \$5,000 or more are mixed with GBLs with charges of less than \$5,000, they will be returned to the carrier as an improper invoice. When Guaranteed Traffic vouchers containing GBLs with charges equal to or less than the charges shown in block 28 of the GBL are mixed with GBLs containing charges greater than the charges shown in block 28, they will be returned to the carrier as an improper invoice.

Section 3

ITEM 178 (C) PROTECTIVE TARPING FOR SECURITY PURPOSES (PT) (NOTES 1 and 2)

When requested by shipper for security purposes, carrier will cover the shipment with tarpaulin(s). The charge for such service will be PT(1) \$_____per shipment. For shipments requiring more than one (1) vehicle, the charge shall apply to each vehicle used which requires tarping. Shipper will annotate the Government bill of lading, "TARPS AND TARPING REQUIRED."

NOTE 1: "Security Purposes" means tarping the shipment so as to not reveal the classified nature of the material.

NOTE 2: It is the carrier's responsibility to tarp a shipment without charge for other than security purposes and there will be no annotation on the bill of lading.

Section 3

ITEM 180 (C)**RECONSIGNMENT OR DIVERSION (RC)**

Carriers will provide reconsignment or diversion service for DOD shipments upon written request, or upon oral request confirmed in writing, subject to the following definitions, conditions and charges.

1. Definitions. The terms “reconsignment” and “diversion” are considered to be synonymous, and the use of either will be considered to mean:

- a. A change in the name of the consignee within the original destination point;
- b. A change in the place of delivery within the original destination point;
- c. A change in the original destination point; or
- d. A change in the route or other instructions that require a change in billing or an additional movement of the shipment.

2. Conditions.

a. Carriers will make a diligent effort to execute a request for reconsignment, but will not be responsible if such service is not effected.

b. Only entire shipments, not portions of shipments, may be reconsigned.

c. Where a request is made by the shipper to divert a shipment to an air carrier or air freight forwarder, the contract of carriage between the shipper and the originating motor carrier shall terminate upon acceptance of the shipment by the air carrier or air freight forwarder.

3. Charges. For performing reconsignment or diversion service, the charge will be RC(1) \$_____per shipment. When the performance of this service involves a change in the original destination point, this charge will be in addition to the applicable published tender line-haul rates to and from the reconsignment point. If carrier does not have an applicable tender line-haul rate, tender rates will be negotiated between the carrier and MTMC prior to the submission of carrier's voucher for payment of freight charges.

Section 3

ITEM 185 (C)**REDELIVERY (RD) (NOTE 1)**

1. When a DOD shipment is tendered for delivery and through fault of the consignee such delivery cannot be accomplished, no further tender will be made except upon request.
2. Carrier will notify consignee that the shipment is on hand not later than the next business day after the day delivery was attempted and arrange for a mutually-agreeable redelivery date. Notification will be made by telephone, where practicable, or otherwise by telegraph or mail. If redelivery is not accomplished or if forwarding instructions are not furnished carrier within 24 hours of notification that the shipment is on hand, the shipment will be subject to storage charges in ITEM 220.
3. When authorized by consignee, the charge for redelivery shall be RD(1) \$_____ per hundred pounds, subject to a minimum charge of RD(2) \$_____ per shipment, and a maximum charge of RD(3) \$_____ per shipment.
4. If, after being notified that the shipment is on hand, the consignee elects to pick up the shipment at carrier's terminal, no redelivery charges will apply.
5. If the shipment is undeliverable because the identity of both the consignee and the consignor is unknown, the provisions of ITEM 65, ASTRAY FREIGHT, will apply.
6. When instructions are furnished carrier ordering return of the shipment to consignor at original point of origin, carrier will assess the line-haul rate applicable to the original inbound movement or applicable tender rate for the return movement, whichever is lower. Carrier shall obtain a properly executed GBL from the party ordering the return movement.

NOTE 1: See ITEM 78, herein.

Section 3

ITEM 190**RELEASED VALUE RATES**

To induce a reduction in carrier rates for the movement of military cargo, the DOD agrees to accept the limitations in carrier liability for loss and/or damage as outlined below, rather than present the carrier with an opportunity to merely limit its liability.

Released value is one of the factors used by MTMC in selecting the lowest cost carrier when routing military cargo shipments. All other selecting factors being equal, the carrier that offers, through the terms of its tender, the greatest cargo protection to DOD shippers will be selected as the lowest cost carrier.

1. **DOD UNIQUE COMMODITIES.** Except as otherwise provided in this item, commodities identified as DOD unique commodities in the DOD tender preparation instruction have been assigned the released value applicable to that commodity in the NMFC, or the released value has been designated by DOD as a reasonable amount to which the commodity will be released. In submitting tenders to DOD for those commodities designated as DOD unique commodities, carriers will, on line 14 of the tender form, show the DOD unique commodity item number, a brief commodity description, and DOD designated released value. This information will be shown exactly as printed in the DOD tender instructions. When a DOD unique commodity description does not include a released value statement, line 15 on the tender form will not be completed and carriers will assume full common carrier liability. NMFC commodity descriptions will not be used when there is a DOD unique commodity description covering that commodity.
2. Except as otherwise provided in this item, or the DOD tender instructions, DOD tenders for other than DOD unique commodities for which no released value statement is provided in the NMFC, will be subject to full common carrier liability unless the filing carrier completes line 15 of the tender form. If the filing carrier chooses to limit his liability, then any amount not less than \$2.50 per pound per article may be entered on line 15 of the tender form.
3. Except as otherwise provided, carriers filing DOD tenders for specific commodities, other than DOD unique commodities, for which there is a released value specified in the NMFC, may limit their liability as specified in the NMFC by including that statement of liability limitation in the commodity description on line 14 of the DOD tender form, along with the NMFC item, and sub number, as appropriate. "Released value amounts stated in the NMFC may not be altered or changed by the filing carrier. If the filing carrier limits its liability in this manner, then line 15 of the DOD tender will not be completed.

Section 3

ITEM 190 (continued) (C)

4. Specific commodity tenders filed with DOD for the movement of vehicles described below in motor haulaway/truckaway service, will be subject to a released value not exceeding \$20,000 for each vehicle in the shipment.

- a. Passenger automobiles
- b. Ambulances
- c. Hearses
- d. Taxis
- e. Buses
- f. Bus chassis
- g. Freight automobile
- h. Trucks
- I. Truck chassis
- j. Truck trailers
- k. Trucks and trailers combined
- l. Tractors
- m. Tractors and trailers combined; and

n. Trucks and/or trailers containing or having mounted thereon radar or other electronic equipment, gun control apparatus, cranes and wrecking equipment, firefighting apparatus, hospital, medical, and/or rescue equipment, chemical processing and analyzing equipment, maintenance or repair equipment.

Carriers filing specific commodity tenders to cover vehicles in motor haulaway/truckaway service will insert as part of the commodity description "Released value not exceeding \$20,000 per vehicle in the shipment", on line 14 of the DOD tender form. No entry will be made in line 15 of the DOD tender form.

5. The application of released values as stated in this item, will take precedence over all released value statements inserted by the filing carrier in line 14 or line 15 of the DOD tender form.

Section 3

ITEM 190 (continued) (C)

6. Instructions shall be sufficient to release an applicable shipment to the values established for the commodity described on the bill of lading, without the necessity of the shipper providing a released value statement on the bill of lading. See the Code of Federal Regulations, Title 41, Subpart 101-41.302-3(e). If a value exceeding the released value is stated on the bill of lading, this valuation shall control; and the following excess value charges will apply:

Excess Released ValuationExcess Valuation Charges

a. Released to a value exceeding \$20,000 per each vehicle in the shipment.

Base transportation rate in carrier tender, plus an excess value charge of 15 cents for each \$100 or fraction thereof by which the declared value of the shipment exceeds \$20,000 per vehicle.

b. Except as provided in (2) above, or in ITEM 130 herein, released to a value exceeding the value that may be stated in Line 14 or Line 15 of the DOD tender.

Base transportation rate in carrier tender, plus an excess charge of 15 cents for each \$100 or fraction thereof by which the declared value of the shipment exceeds that for which the base transportation rate applies.

7. In determining carrier liability for loss and/or damage, according to the released value provisions herein, the DOD tender, and/or NMFC, the word "article", as used in the NMFC, will be synonymous with the word "commodity." In the event of loss and/or damage to a DOD shipment or portion thereof, the amount recoverable shall be: (a) the applicable released value (when stated in dollars and cents per pound on Line 14 or Line 15 of the tender) multiplied by the gross weight of the shipment, but no more than the loss or damage actually sustained; or (b) the declared value of the vehicle(s) and/or shipment when stated on the bill of lading, but no more than the loss or damage actually sustained (see Paragraph 6 of this item); or (c) the released value of the vehicle(s) identified in Paragraph 4 of this item, but no more than the loss or damage actually sustained.

8. Freight All Kinds (FAK) shipments, described with DOD Unique Commodity Code Nos. 999912, 999912 Sub 1, 999913, and 999913 Sub 1, will be subject to the released valuation provided in ITEM 130. FAK shipments will be considered a single commodity in determining carrier liability, except that the gross weight of any vehicle (identified in Paragraph 4) included in the FAK shipment will not be used when determining carrier liability for the balance of the FAK shipment. A shipment consisting of FAK and non-FAK commodities shall also be regarded as a single shipment.

9. Specific commodity tenders for crated household goods, personal effects, and unaccompanied baggage (DPM shipments, ITEM 76, herein) are to be released to a value not exceeding 10 cents per pound. This released value will be made part of the commodity description on Line 14 of the DOD tender. Item 15 will not be completed. A released value statement on the bill of lading will not be required. (See Paragraph 6 of this item.) DPM shipments covered by FAK DOD Unique numbers 999912, Sub No. 1 or 999913, Sub No. 1 will be subject to the released value applicable to the particular FAK description.

Section 3

ITEM 195**RELOCATION OF VEHICLE (RV) (See NOTE)**

(Applies only to trailers dropped by carrier for loading/unloading)

Carriers will provide relocation of vehicle (trailer spotting) service, to move a vehicle from one platform doorway or shipping room to another, upon request of consignor or consignee. A charge of RV(1) \$_____ will be assessed by the carrier for each relocation and must be supported by consignor's or consignee's certification on the bill of lading that the service was requested and performed.

NOTE: See ITEMS 78, 600, and 605.

Section 3

ITEM 200**ROUTING**

1. The selection of interlining carriers and/or highway routes shall be the responsibility of the originating carrier, who shall select those interlining carriers and/or highway routes which result in the least cost to the Government, unless:
 - a. Specific interlining carriers or highway routes are requested by the shipper on the bill of lading, or
 - b. Specific highway routes are mandated by regulation or law.
2. Where connecting carriers named by the shipper on the bill of lading will not interline with the originating carrier or any highway routes designated by the shipper cannot lawfully be used, it shall be the responsibility of the originating carrier to inform the shipper of these limitations prior to movement of the shipment.
3. Circuitous routing.
 - a. Shipper or permit routing When rates are based on distances, carrier charges for shipments requiring special permits (e.g., overdimensional/overweight, etc.) will be based only on the DTOD "practical" mileage calculation.
 - b. Carrier routing. When rates are based on distance for the shipments listed below, carrier charges will be based on the mileage calculated by the DTOD Hazardous Materials Routing Module..Route plan mileage or miles actually traveled will be disregarded. The route plan does not have to be submitted with the Public Voucher (Form SF-1113) for payment.

Rates based on distance for the following shipments:

Classes A or B ammunition, explosive and radioactive materials, (and the carrier is required to prepare a route plan in accordance with 49 CFR 397.9, paragraph (b), or 49 CFR 177.825, Paragraph (a)).

- c. When circuitous routing is used for carrier convenience, charges shall be based on the shortest route mileage determined from the governing mileage guide, regardless of the mileage actually traveled.
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Section 3

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Section 3

ITEM 205 (C)**SEALING OF VEHICLES (See NOTE)**

1. Except as to shipments for which the Government bill of lading (GBL) is annotated, "EXCLUSIVE USE OF VEHICLE REQUESTED BY THE GOVERNMENT" and in the following manner: "DO NOT BREAK SEALS EXCEPT IN CASE OF EMERGENCY OR UPON PRIOR APPROVAL OF THE CONSIGNOR OR CONSIGNEE. IF FOUND BROKEN OR IF BROKEN FOR EMERGENCY REASONS, CARRIER TO APPLY SEALS AS SOON AS POSSIBLE AND IMMEDIATELY NOTIFY BOTH THE CONSIGNOR AND THE CONSIGNEE", the application of seals/locks and the recording of seal numbers in the block provided on the GBL will not, in itself, require exclusive use of the vehicle.
2. For other shipments (non-exclusive use), GBL should be annotated "Shipper seals applied. Carrier may remove seals and replace with equivalent seals. Carrier must annotate seal changes on GBL. Application of shipper seals does not constitute a request for exclusive use of vehicle".
3. Vehicles sealed either by shipper or carrier, for carrier convenience, may not be construed as requiring exclusive use.

NOTE: This rule also applies to Dromedary Service. (See ITEMS 325, 326 and 327).

ITEM 210**SPLIT PICK UP OR DELIVERY (SP) (See NOTE)**

1. When requested by the consignor and/or consignee, carrier will pick up and/or deliver articles of a single shipment at more than one place within the confines of the origin and/or destination city, town or village, or at more than one location within the confines of the same shipping and/or receiving installation or facility.
2. Charges. The charge for each split pickup and/or split delivery, excluding the initial pickup and/or final delivery, shall be SP(1) \$_____.
3. Split delivery requested by the consignee, after arrival of shipment at destination, will be billed to the consignee. See ITEM 78.

NOTE: Not applicable to less-than-truckload shipments.

Section 3

ITEM 215**STOP-OFF IN TRANSIT (SO)**

Carriers will provide stop-off in transit service to complete loading or to partially unload DOD shipments, subject to the following conditions and charges:

1. Conditions.

a. Stop-off service will be accorded only on shipments subject to truckload rates and/or charges when such service is specifically requested on the bill of lading by the shipper.

b. Except as provided in ITEMS 325, 326 and 327, shipments may be stopped in transit at not more than three points intermediate between the origin and destination points for the purpose of completing loading and/or partially unloading.

2. Charges.

a. Line-haul

(1) When rates are based on weights or gallons, e.g., on Rate Qualifiers DH, PG, PH or ST, the line-haul charges in Section D or Tables B or C in Section E of the DOD tender, will be based on the total actual weight or gallons or minimum weight or gallons, whichever is greater, applying from point of origin to final destination, subject to an excess mileage charge in 2a(4) for out-of-route mileage.

(2) When rates are based on distance, e.g. PM, and the mileage through the stop-off point(s) exceeds the direct mileage from origin to destination, the line-haul charges will be based on short-route mileage, determined by use of the governing mileage guide, from point of origin via the stop-off point(s) to final destination.

(3) When rates are based on both weight, gallons or other unit, and distance, e.g. DZ, PJ, PY, PQ and PZ, the line-haul charges will be based on the actual weight, gallons or other unit, or minimum weight, gallons or other unit, whichever is greater, and the short-route mileage, determined by the use of the governing mileage guide, from point of origin via the stop-off point(s) to final destination.

(4) When line-haul charges are determined under paragraph 2a(1) or under Rate Qualifiers DL, PL or PV in Section D, or DL in Table B of Section E of the DOD tender, and the short-route mileage from point of origin via the stop-off point(s) exceeds the direct short-route mileage from origin to destination, determined by use of the governing mileage guide, all excess mileage will be subject to an added charge of SO(1) \$_____ per mile, in addition to all other transportation charges.

(5) All line-haul rates are subject to ITEM 60.

b. Stop-off Charges. The charge for stop-off service will be SO(2) \$_____ for each stop, excluding the initial pickup and the final delivery, in addition to all other transportation charges.

Section 3

ITEM 220**STORAGE (SG) (See NOTE)**

1. Freight held in carrier's possession by reason of an act or omission of the consignor, consignee or owner, or for customs clearance, inspection, or for any reason not the fault of the carrier, will be considered to be stored and will be subject to the following conditions and charges.

2. Conditions.

a. Storage charges on freight in carrier's possession awaiting line haul transportation will begin at 8:00 a.m. the day after the freight is received by the carrier.

b. Storage charges on undelivered freight will begin on the first business day after notice of arrival is provided, except that no charges under this item will be made when actual delivery is accomplished within 24 hours after such notice of arrival has been given.

c. No storage charges will be assessed when delivery cannot be accomplished due to riots, Acts of God, the public enemy, the authority of law, the existence of violence or such possible disturbance as may tend to create reasonable apprehension of danger to persons or property.

d. Storage charges under this item will end when carrier is enabled to deliver or transport the freight as a result of action taken by the consignor, consignee, owner or customs official.

e. DOD freight cannot be sold by carrier to satisfy storage or other transportation charges nor be placed in a public warehouse.

3. Charges. Freight stored in the carrier's possession after free time has expired, will be subject to the following charges:

a. Shipments weighing less than 10,000 pounds will be subject to storage charges of SG(1) \$_____ per day per shipment, subject to a minimum charge of SG(2) \$_____ per shipment.

b. Shipments weighing 10,000 pounds or more will be subject to storage charges of SG(3) \$_____ per day per shipment, subject to a minimum charge of SG(4) \$_____ per shipment.

NOTE: See ITEM 78.

Section 3

ITEM 225 (C)**SUBSTITUTED SERVICE**

1. Substituted service is the transportation of a shipment in whole or in part, by a mode other than motor. The conveyance containing the shipment may itself be transported in or on another conveyance. This service is provided at the option of the carrier, and shall not result in additional charges to the government.
2. Substituted service may not be used for DOD shipments when:
 - a. The shipment contains Classes A, B or C explosives, ammunition or fireworks, or;
 - b. The "VIA" space on the Government bill of lading has been annotated by shipper: "Substituted service not to be used."

ITEM 230 (C)**TRIP-LEASING OF EQUIPMENT**

1. Only carriers approved by MTMC will be able to trip lease equipment to transport DOD freight.
2. All carriers desiring to trip-lease equipment to transport DOD freight must be approved by MTMC and have a signed agreement on file with MTMC authorizing the carrier to trip-lease. Request for approval to trip-lease should be sent to Commander, Military Traffic Management Command, 5611 Columbia Pike, Falls Church, Virginia 22041-5050, ATTN: MTOP-JF.
3. Carriers failing to have trip-lease approval from MTMC and/or failing to execute proper leases in accordance with 49 CFR 1057 will be considered as providing improper or inadequate equipment and may be nonused or disqualified by MTMC or the shipping activity.

ITEM 235**UNDELIVERED FREIGHT**

CANCELLED - APPLY PROVISIONS OF ITEM 185

Section 3

ITEM 240 (C)**VEHICLES FURNISHED BUT NOT USED (VF)**

1. When a carrier, upon shipper's request, furnishes a vehicle for the loading of a shipment and through no fault of the carrier the shipper cancels loading of the vehicle, the carrier will be entitled to a charge of VF(1) \$_____ per mile for each vehicle furnished and not used, from point of dispatch to the scheduled loading point, or the line-haul transportation charge applicable from the scheduled loading point to the scheduled destination (whichever is lower). If the mileage charge VF(1) produces the lower charge, carrier will identify the point of dispatch and applicable SPLC code number.
 2. In lieu of the charges in paragraph 1, carrier may establish a flat charge of VF(2) \$_____ for each vehicle furnished and not used. This flat charge may not exceed the line-haul transportation charges applicable from the scheduled loading point to scheduled destination. If a flat charge is elected by carrier, sub charge (1) will not be completed.
 3. These charges will not apply when a vehicle is rejected by the shipper under the provisions of ITEM 120, FURNISHING OF VEHICLES AND EQUIPMENT, or when notice of cancellation is received by the carrier prior to actual dispatch of vehicle from carrier's terminal.
 4. Claim for collection of charges under this item shall be supported by shipper's certification of cancellation.
 5. When pickup carrier is inbound with a loaded trailer which is scheduled for outbound loading from the same installation and shipper cancels loading of the vehicle, no charge will be assessed under paragraph 1 or 2.
-

ITEM 242**VEHICLES - INOPERABLE (VI)**

Inoperable motor vehicles in truckaway service, as defined in ITEM 66, which are loaded and/or unloaded by the truckaway driver, will be subject to an additional charge of VI(1) \$_____ each inoperable vehicle loaded and/or unloaded. To support this charge, carrier shall obtain consignor's/consignee's endorsement on the bill of lading certifying the number of inoperable vehicles actually loaded and/or unloaded by the truckaway driver.

Section 3

ITEM 245**WEIGHTS - CARRIER RESPONSIBILITIES**

1. Rates based on weights. Except as provided in ITEM 160 of this publication, transportation charges for shipments moving on weight-based rates will be computed on actual gross weights. The determination of the gross weight is the responsibility of the carrier.
2. Regulatory compliance. It shall be the responsibility of the carrier to inform the consignor of the weight limitations imposed by any state or municipality through which the shipment will be transported from origin to final destination and to assure that the weight of the lading on any vehicle loaded by or for the Government does not exceed these limitations.

ITEM 250**WEIGHT VERIFICATION (WV)**

Carriers will verify the weight of any shipment upon request of either the consignor or consignee while the shipment is still in the custody of the carrier. When the difference between the freight bill weight and the actual weight is less than 5 percent, a charge of WV(1) \$_____ per shipment, or per vehicle if more than one vehicle is used to transport the shipment, will be assessed for furnishing such verification. When the difference between the freight bill weight and actual weight is 5 percent or more, or when facilities for weight verification are available and furnished by the consignor or the consignee requesting the service, no charges for weight verification apply.

SECTION 4

RULES: SPECIAL

PART A

**RULES GOVERNING THE MOVEMENT OF AMMUNITION, EXPLOSIVES, FIREWORKS,
AND CHEMICAL MUNITIONS (CLASSES A, B AND C),
CLASSIFIED AND PROTECTED (SENSITIVE) MATERIAL, RADIOACTIVE MATERIALS,
AND OTHER DANGEROUS ARTICLES**

For Explanation of Abbreviations, Definitions and Reference Marks

Used Herein See SECTION 5

Section 4, Part A

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Section 4, Part A

ITEM 300**APPLICATION**

The rules and regulations provided in this part are applicable to DOD movements of Classes A, B, and C Explosives, Ammunition, Fireworks, Chemical Munitions, Classified and Protected (Sensitive) Material, Radioactive Material and other Dangerous Articles. The term "other Dangerous Articles" shall include, but not be limited to, the following: Flammable Liquids, Flammable Solids, Oxidizing Materials, Corrosive Liquids, Compressed Gases, and Poisonous Substances.

ITEM 305**ARRIVAL OF SHIPMENTS DURING OTHER THAN NORMAL WORKING HOURS**

Shipments should be delivered during normal working hours of the consignee; however, when a shipment arrives at an installation during other than normal working hours due to circumstances beyond the control of the carrier, a temporary holding area will be provided for shipments that cannot be unloaded immediately. These areas will be subject to the regulation of the cognizant military service for handling and safeguarding explosives. Normal installation fire and security protection will be provided. The carrier or his representative will be advised that responsibility for the shipment will remain with the carrier until formal delivery of the shipment has been effected.

ITEM 310**ASSISTANCE TO CARRIERS**

1. Type of Service Provided. For the purpose of promoting safety, expediting transportation, and delivering shipments of explosives and other dangerous articles, the military services may extend any technical assistance and aid considered necessary in connection with moving, salvage demolition, neutralization, or other disposition of Government-owned shipments being transported or stored by carriers. Regulations of the military services prescribe policies, responsibilities, and procedures for the disposal of explosive ordnance material and commercial shipment of explosive-contaminated scrap metals.
2. Carrier's Responsibility. Assistance given in accordance with paragraph 1 above will be for carrier's account, and carrier may be held responsible for all expenses incurred by the Government, including salaries and wages paid by the Government. DOD personnel act and perform in these instances as carrier's agents. Government personnel assigned to assist carriers will retain their status as employees of the United States Government and, as such, will be entitled to the benefits as provided by law. The Government will not recognize or submit to any action for property damage in connection with such assistance furnished, when actual labor supervision or other services are performed at the carrier's request.

ITEM 310 (continued)

3. Arrangements for Assistance to Carriers. Except under emergency conditions when delay might contribute to further hardships or possible disaster, when Government personnel are called upon to give assistance to a carrier the transportation officer will prepare a self-addressed letter in the form of a request for Government service, including the important points in paragraph 2 above, to be signed by the carrier's representative. The letter will state clearly that the carrier acknowledges responsibility for performance of the services requested from the Government, and that performance of the services by Government personnel does not relieve the carrier of liability. When assistance is given under emergency conditions and there is no time to prepare the required letter in advance, it will be prepared and signed after the service is performed.
4. Collection from Carriers for Services Rendered. Collection of sums of money for services rendered under these provisions will be in accordance with the proper finance office procedure under the current regulations of each military service. Checks will be made payable to "Treasurer of the United States", and will be submitted to the billing office of the military service.
5. Services Furnished without Charge to Carriers. Carrier will not be billed or held responsible for any service performed by DOD personnel that was not requested by the carriers, such as dispatching of representatives to observe transfer of loading or to suggest corrective measures in connection with seal breakage, shifting of loads or bracing, accidents, or other adjustments.
6. Assistance During Transportation Emergencies. Commanders of military installation having appropriate facilities will grant safe haven to military-sponsored shipments of Classes A, B and C explosives covered by a GBL, or a CBL annotated for conversion to a GBL, at the request of MTMC, when such material is endangered by civil disturbance or natural disaster or prevented from proceeding to destination by circumstances beyond the control of the carrier. They may also grant safe haven to other Federal agency shipments of such materials when requested. The appropriate MTMC area command (Eastern or Western Area Command) will coordinate requests from carrier representatives or dispatchers for safe haven during emergencies. Availability of installations affording safe haven will be determined by the MTMC area commands from the appropriate Terminal Facilities Guide. Authorization of the proposed safe haven will be obtained by MTMC from the commander of the selected installation before providing the carrier representative with the location of the safe haven and a point of contact. Vehicles accorded safe haven will be parked inside an appropriate security area, preferably a fenced area. When required, installation activity security will be extended to provide reasonable protection. The compatibility restrictions and quantity-distance requirements of DOD Manual 5154.4A, as implemented by service directives, will be observed.

ITEM 310 (continued)

Shipping documents will be examined to prevent surreptitious entry of any unauthorized shipments into the installation-activity. Each carrier whose vehicle is granted safe haven must be apprised by the appropriate MTMC area command by telegram that providing safe haven does not relieve the carrier of liability under the contract of carriage, nor does the DOD assume responsibility for the shipment or equipment, so long as terms and conditions of providing safe haven are not inconsistent with those of carrier's contract of carriage. In this regard, it will be within the prerogative of the installation commander to permit carrier personnel to remain with the vehicle for constant surveillance purposes or to decline to extend safe haven. Further, the carrier will be advised that the safe haven accorded is strictly temporary in nature and the vehicle must be removed from the military premises as soon as the installation commander or appropriate civil authority determines that the shipment is no longer endangered by local conditions. The consignor and the consignee of the material will be notified by the carrier of the shipment delay. At the discretion of the commander of the installation-activity, inspection provisions will be applied for shipments granted safe haven on the activity. Costs for providing safe haven will be processed for reimbursement in accordance with Paragraph 4 above.

ITEM 315 (C) CARRIER APPROVAL

1. Shipments of ammunition, explosives, fireworks or chemical munitions (Divisions 1.1, 1.2, and 1.3), poisons (Division 6.1), or radioactive yellow - III label materials will be tendered only to the following carriers in accordance with (a) and (b) below:

a. Motor carriers authorized to transport the above commodities by MTMC, and which comply with DOT and other safety regulations regarding the transportation of these commodities.

b. Local drayage firms which have filed certificates with local transportation officers, stating that they will comply with DOT safety regulations and all other applicable state and local laws and regulations.

2. Shipments of sensitive munitions (Division 1.4) or other hazardous materials will be tendered only to the motor carriers authorized by MTMC to transport sensitive munitions (Division 1.4) or other hazardous materials and will comply with DOT and other safety regulations regarding the transportation of these commodities.

3. For purpose of this publication, an approved carrier will mean a carrier authorized to transport commodities named above in accordance with paragraphs 1 and 2 above.

Section 4, Part A

ITEM 320 (C)**DRIVER REQUIREMENTS**

1. Instructions. DD Form 836 will be used for issuing instructions to drivers of all commercial and military vehicles transporting explosives or certain other dangerous articles for the military departments over public roads within CONUS. This form provides the shipping transportation officer with a medium for disseminating precautionary procedural instructions to the driver. The driver will require such instruction to learn how best to protect himself, the lading, the vehicle, and other life and property from such hazards as fire, accident, and vehicle breakdown. Depending upon the type of commodities involved, the transportation officer will supplement the instructions contained in the form with specific instructions to ensure that the driver will take every precaution while transporting these commodities. The driver must transfer the form to each successive driver, if any, for delivery to the consignee at destination.

2. Reporting. When a shipment of Division 1.1, 1.2, 1.3, or 1.4 ammunition, explosives, fireworks, chemical munitions or radioactive yellow-III label material is involved in an accident or is delayed en route for a period of 12 hours or more, the carrier's driver will notify the consignor and consignee by the fastest available means. Refer to ITEM 65 for emergency telephone numbers.

ITEM 325 (C)**DROMEDARY SERVICE (DS)****REGULAR DROMEDARY SERVICE WITH MECHANICAL RESTRAINING DEVICES (DH)**

1. Neither the application of seals by the Government nor notation of a desired or required delivery date on the bill of lading shall be interpreted as a request for Expedited Service or Exclusive Use of dromedary box/vehicle.

2. Upon shipper's request, when carriers provide dromedary service (DS) or Regular Dromedary Service with mechanical restraining device (DH) for DOD shipments the performance of such service shall be subject to the following definition, conditions, and charges.

Section 4, Part A

Item 325 (continued) (C)a. Definitions.

(1) Regular Dromedary service without mechanical restraining devices (either equipment code AD or equipment codes AD1, AD2, AD3 or AD4 (see NOTE 4) and rate qualifiers DH, DL, or DZ) is a service that can be performed in a straight truck, closed van trailer, or dromedary box (See Item 500, Section D, paragraph 6 of Standard Tender instructions and Note 2 herein.) The straight truck or closed van trailer will be fully enclosed with sides, floor and top and with doors that can be locked and sealed. If the service is performed in a dromedary box, the box must be securely fastened to the chassis of a truck, tractor or flat bed trailer. The dromedary must be demountable and capable of being handled with a forklift truck, must be protected by a plymetal shield and equipped with doors on each side that can be locked and sealed.

(2) Regular Dromedary service with mechanical restraining devices (Equipment code AD6 and rate qualifiers DH, DL, or DZ) is a service in which the carrier furnishes a dromedary equipped with the properly installed mechanical restraints and the proper devices for blocking and bracing the freight or provides substitution of mechanical restraining equipment in accordance with ITEM 328. If the service is performed in a dromedary box, the box must be securely fastened to the chassis of a truck, tractor or flat bed trailer. The dromedary must be demountable and capable of being handled with a forklift and truck, must be protected by a plymetal shield, and equipped with doors on each side that can be locked and sealed.

b. Sizes. Dromedary boxes covered in this rule include only the following size containers: 82"-long, 53 ½"-high, 52"-wide, 132 cubic feet (CF); 88"-L, 60"-H, 60"-W, 155 CF; 96"-L, 66"-H, 55"-W, 180 CF; and 90"-L, 70"-H, 57 ½"-W, 200 CF. Shipments exceeding these dimensions will not be transported at rates subject to the service defined in this item. (See ITEM 327.)

c. Shippers ordering dromedary boxes should verify box size(s) available from carriers providing DH or DS under this item.

d. Regular Dromedary service (DH or DS) will be subject to line-haul rates alternating between the lower minimum weight of 2,500 pounds and the higher minimum weight of 5,000 pounds. Shipments of white phosphorus or of initiating or priming explosives, wet: Diazodinitrophenol, mercury fulminate, guanyl, nitrosaminoguanilydene hydrazine, lead azide, lead styphnate, nitromannite, nitrosoguanidine, pentaerythrite tetranitrate, tetrazene, lead mononitroresorcinat, will be subject to a line-haul minimum weight of 5,000 pounds or actual weight, if greater, at the 5,000 pound tender rate. (See Note 3).

Section 4, Part A

ITEM 325 (continued)3. Conditions.

a. Notification and annotation. When DH or DS is required for a DOD shipment, the shipper shall notify the carrier in advance, and annotate, as appropriate, Regular Dromedary Service without Mechanical Restraining Devices Requested" or "Regular Dromedary Service with Mechanical Restraining Device Requested" on the bill of lading.

b. For regular dromedary service without mechanical restraining devices (DS), the carrier will furnish a dromedary or substitute like equipment, in accordance with ITEM 328. The sides will be equipped with securement systems affixed permanently thereon and sufficient straps, cross members, etc.; and the limits must be identified by stencilling on the systems parts and/or vehicle interior.

c. Shipments moving under regular dromedary service with mechanical restraining devices (DH) will be loaded by the consignor and unloaded by the consignee. Explosives cargo transported in DH service vehicles will be blocked and braced in accordance with drawings developed, tested, and approved for dromedaries by the U.S. Army Defense Ammunition Center and School. Securement hardware must confirm to the configuration and strength requirements of 49 CFR 393. 102.

d. Stop-off in transit. A shipment moving under the provisions of this item will be allowed a maximum of three stop-offs in transit, subject to the stop-off charge in ITEM 215, with the entire shipment subject to a minimum weight as shown below or actual weight if greater.

<u>NUMBER OF STOPS IN TRANSIT</u>	<u>MINIMUM WEIGHT PER DS</u> (NOTE 1)	<u>MINIMUM WEIGHT PER DH</u> (NOTE 1)
1	DS (1) _____ LB.	DH (1) _____ LB.
2	DS (2) _____ LB.	DH (2) _____ LB.
3	DS (3) _____ LB.	DH (3) _____ LB.

e. Exclusive use of dromedary box or vehicle. Carriers will provide exclusive use of dromedary service, upon request of shipper, subject to the following definition and conditions:

(1) Definition. Exclusive Use service means that the dromedary box or vehicle furnished will be devoted exclusively to the transportation of the shipment, without the breaking of seals or locks and without the transfer of lading for carrier convenience.

Section 4, Part A

ITEM 325 (continued) (C)(2) Annotation.

(a) Shipper will request Exclusive Use service by annotating, as appropriate, "Exclusive Use of Dromedary requested" or "Exclusive Use of Regular Dromedary with mechanical restraining device requested" or similar language, on the bill of lading. In addition, the following endorsement will be notated on the bill of lading to be completed by the carrier's agent at destination:

"I certify that Exclusive Use of Regular Dromedary without mechanical restraining devices was furnished from" or

"I certify that Exclusive Use of Regular Dromedary with mechanical restraining devices was furnished from"

_____ (Origin) _____ to _____ (Destination) _____

_____ (Signature of carrier agent) _____ "

(b) When Exclusive Use service is requested, such request will not include Expedited Service (see ITEM 110) unless Expedited Service is also requested and an annotation to that effect is made on the bill of lading.

(c) In the event a lock or seal is removed from a dromedary box or dromedary vehicle, carrier will immediately relock or reseal the dromedary and will notate the accompanying papers with the new lock or seal number and the reason for removal of the original lock or seal. No freight will be added to the dromedary box or vehicle except at instruction of the consignor or consignee.

4. Charges.

a. Line-haul. Carrier' dromedary service line-haul rates and minimum charges will be as indicated in their individual tenders on file with MTMC (Equipment codes AD or AD6 and rate qualifiers DH, DL, or DZ).

b. Stop-off in transit. The charge for each stop-off for partial loading/unloading in transit, on shipments as described in paragraph 2b of this item, shall be as provided in ITEM 215 herein and will be in addition to all other charges for the shipment.

c. Exclusive use. Exclusive Use service will be provided at the line-haul rates specified in the carriers' individual tenders, subject to a minimum weight of 5,000 pounds or actual weight, if greater, at the 5,000 pound tender rate. The Exclusive Use charges in ITEM 105 will not apply. The Exclusive Use of dromedary charges in this item will apply when Dual Driver Protective Service with National Agency Checks (DN), and/or Protective Security Service (PS) is requested by the shipper and provided by the carrier.

Section 4, Part A

ITEM 325 (continued) (C)

NOTE 1: If carrier wishes to provide DH or DS but does not wish to provide any stop-offs in transit or wants to provide only 1 or 2 stop-offs instead of the 3 stop-offs provided in this rule, then Section F(2) of the tender form will be completed as follows:

(a) If carrier does not want to offer any stop-off in transit, then carrier will not make any entry in Section F, Item 2 of the tender form. This will indicate that Dromedary Service is offered, but without stop-offs in transit.

(b) If carrier wishes to offer only 1 stop-off in transit, then carrier in Section F, Item 2 of the tender form will enter, for example, 3,000 pounds:

DH and/or DS (1) 00 3000

(c) If carrier wishes to offer only 2 stop-offs in transit, then carrier in Section F, Item 2 of the tender form will enter, for example, 4,000 pounds:

DH and/or DS (2) 00 4000

Carriers offering 3 stop-offs in transit will fill in only the applicable minimum weight in DH (3) or DS(3) of Section F, Item 2.

NOTE 2: Carrier equipment substitution for dromedary boxes must adhere to the specific set of criteria and requirements outlined in ITEM 328.

NOTE 3: When a shipper provides additional descriptive information, following the hazardous material description entry on the GBL, which identifies chemical ammunition with incendiary charges or white phosphorus, either with or without bursting charges, then such commodities shall be subject to the highest line-haul minimum weight established for that service or actual weight, if greater, at the applicable line-haul tender rate.

NOTE 4. For simplification, when filing a new tender for Regular Dromedary without mechanical restraining device, carriers must offer only equipment code AD. Carriers must reissue tenders presently with equipment codes AD1, AD2, AD3, or AD4 and now on file, to offer only equipment code AD, effective no later than October 31, 1994.

ITEM 326**SPECIAL DROMEDARY SERVICE (SD)**

PROVISIONS FORMERLY SHOWN HERE ARE CANCELLED.

Section 4, Part A

PROVISIONS OF ITEM 326, FORMERLY SHOWN ON THIS PAGE, CANCELLED.

Section 4, Part A

PROVISIONS OF ITEM 326, FORMERLY SHOWN ON THIS PAGE, CANCELLED.

Section 4, Part A

ITEM 327 (C)**410 DROMEDARY SERVICE (DF)****410 DROMEDARY SERVICE WITH MECHANICAL RESTRAINING DEVICES (DG)**

1. Neither the application of seals by the Government nor notation of a Desired or Required Delivery Date on the bill of lading shall be interpreted as a request for Expedited Service or Exclusive Use of 410 Dromedary container/vehicle.
2. Upon shipper's request, when carriers provide 410 Dromedary Service without mechanical restraining devices (DF) or 410 Dromedary Service with mechanical restraining devices (DG) for DOD shipments, the performance of such service shall be subject to the following definition, conditions, and charges:

- a. Definitions.

(1) 410 Dromedary Service without mechanical restraining devices (Equipment code A10 and Rate Qualifiers DH, DL, or DZ) is a service that can be performed in a straight truck, closed van trailer, or dromedary container (See Item 500, Section D, paragraph 6 of the Standard Tender instructions and NOTE 2 herein). The straight truck or closed van trailer will be fully enclosed with sides, floor and top and with doors that can be locked and sealed. If the service is performed in a 410 dromedary container, the container must be securely fastened to the chassis of a truck, tractor or flat bed trailer. The container must be demountable and capable of being handled with a forklift truck, must be protected by a plymetal shield and equipped with a door or doors that can be locked and sealed.

(2) 410 Dromedary Service with mechanical restraining devices (Equipment code A16 and Rate Qualifiers DH, DL, or DZ) is a service in which the carrier furnishes a 410 dromedary equipped with properly installed mechanical restraints and the proper devices for blocking and bracing the freight, or provides substitution of mechanical restraining equipment, in accordance with ITEM 328. If the service is performed in a 410 dromedary container with mechanical restraining devices, the container must be securely fastened to the chassis of a truck, tractor, or flat bed trailer. The container must be demountable and capable of being handled with a forklift truck, must be protected by a plymetal shield, and equipped with a door or doors that can be locked and sealed.

b. Size. The 410 dromedary container covered in this rule pertains only to the following size container: 102"-long, 75 1/2"-high, 92"-wide, 410 cubic feet. Shipments exceeding one or more of these dimensions will not be transported at tender rates subject to the service defined in this item.

Section 4, Part A

ITEM 327 (continued) (C)

c. 410 Dromedary Service (DF or DG) will be subject to line-haul rates alternating between the lower minimum weight of 7,500 pounds and the higher minimum weight of 10,000 pounds. Shipments of white phosphorous or of initiating or priming explosives, wet: Diazodinitrophenol, mercury fulminate, guanyl nitrosaminoguanilydene hydrazine, lead azide, lead styphnate, nitromannite, nitrosoguanidine, pentaerythrite tetranitrate, tetrazene, lead mononitroresorcinate will be subject to a line-haul minimum weight of 10,000 pounds or actual weight, if greater, at the 10,000 pound tender rate. (See NOTE 3.)

3. Conditions:

a. Notification and annotation. When DF or DG is required for a DOD shipment, the shipper shall notify the carrier in advance and annotate, as appropriate, "410 Dromedary Service without mechanical Restraining Devices Requested" or "410 Dromedary Service with Mechanical Restraining Devices Requested" on the bill of lading.

b. For 410 dromedary service without mechanical restraining devices (DF), the carrier will furnish a dromedary or substitute like equipment, in accordance with ITEM 328. The sides will be equipped with securement systems affixed permanently thereon and sufficient straps, cross members, etc.; and the limits must be identified by stencilling on the systems parts and/or vehicle interior.

c. Shipments moving under 410 dromedary service with mechanical restraining devices (DG) will be loaded by the consignor and unloaded by the consignee. Explosives cargo transported in DG service vehicles will be blocked and braced in accordance with drawings developed, tested, and approved for dromedaries by the U.S. Army Defense Ammunition Center and School. Securement hardware must conform to the configuration and strength requirements of 49 CFR 393.102.

d. Stop-off in transit. A shipment moving under the provisions of this item will be allowed a maximum of three (3) stop-offs in transit, subject to the stop-off charge in paragraph 4b, with the entire shipment subject to a minimum weight as shown below or actual weight, if greater.

<u>NUMBER OF STOPS IN TRANSIT</u>	<u>MINIMUM WEIGHT PER DF</u> (NOTE 1)	<u>MINIMUM WEIGHT PER DG</u> (NOTE 1)
1	DF (1) _____ LB.	DG (1) _____ LB.
2	DF (2) _____ LB.	DG (2) _____ LB.
3	DF (3) _____ LB.	DG (3) _____ LB.

Section 4, Part A

ITEM 327 (continued) (C)

e. Exclusive use of 410 Dromedary Container or Vehicle. Upon shipper's request, carriers will provide exclusive use of 410 Dromedary Service, subject to the following definition and conditions:

(1) Definition. Exclusive Use service means that the 410 dromedary container or vehicle furnished will be devoted exclusively to the transportation of the shipment, without the breaking of seals or locks and without the transfer of lading for carrier's convenience.

(2) Annotation.

(a) Shipper will request Exclusive Use service by annotating "Exclusive use of 410 Dromedary Service Requested by the Government", or similar language, on the bill of lading. In addition, the following endorsement will be notated on the bill of lading to be completed by the carrier agent at destination:

"I certify that Exclusive Use of 410 Dromedary Service without mechanical restraining devices was furnished from" or

"I certify that exclusive use of 410 Dromedary Service with mechanical restraining devices was furnished from":

" _____ (Origin) _____ to _____ (Destination) _____

Signature of carrier agent _____"

(b) When Exclusive Use service is requested, such request will not include Expedited Service (See ITEM 110) unless Expedited Service is also requested and an annotation to that effect is made on the bill of lading.

(c) In the event a lock or seal is removed from a 410 dromedary container or dromedary vehicle, carrier will immediately relock or reseal the container or vehicle and will notate the accompanying papers with the new lock or seal number and the reason for removal of the original lock or seal. No freight will be added to the container or vehicle except at instruction of the consignor or consignee.

4. Charges.

a. Line-haul. Carrier 410 Dromedary Service line-haul rates and minimum charges will be as indicated in their individual tenders on file with MTMC (Equipment code A10 or A16 and Rate Qualifiers DH, DL or DZ). Carriers using Section E, Table F, of the DOD Standard Tender will place an "X" in "Over 5,000" (Special Dromedary Service) and insert 7,500 and 10,000 in the "Minimum(s)" column(s).

b. Stop-off in transit. The charge for each stop-off for partial loading/unloading in transit, on shipments described in paragraph 3d of this item, shall be as provided in ITEM 215, herein, and will be in addition to all other charges for the shipment.

Section 4, Part A

ITEM 327 (continued) (C)

c. Exclusive Use. Exclusive Use service will be provided at the line-haul rates specified in the carrier individual tenders, subject to a minimum weight of 10,000 pounds or actual weight, if greater, at the 10,000 pound tender rate. The Exclusive Use charges in ITEM 105 will not apply. The Exclusive Use of 410 Dromedary service charges in this item will apply when Dual Driver Protective Service with National Agency Check (DN) and/or Protective Security Service (PS) is requested by the shipper and provided by the carrier.

NOTE 1: If carrier wishes to provide DF or DG but does not wish to provide stop-off in transit or wants to provide only 1 or 2 stop-offs, instead of the 3 stop-offs provided in this rule, then Section F, Item 2 of the DOD Tender form will be completed as follows:

(a) If carrier does not want to offer any stop-off in transit, then carrier will not make any entry in Section F, Item 2 of the tender form. This will indicate that DF or DG service is offered, but without stop-offs in transit.

(b) If carrier wishes to offer only 1 stop-off in transit, then carrier in Section F, Item 2 of the tender form will enter, for example, 8,000 pounds:

DF and/or DG (1) 0 0 8 0 0 0

(c) If carrier wishes to offer only 2 stop-offs in transit, then carrier in Section F, Item 2 of the tender form will enter, for example, 9,000 pounds:

DF and/or DG (2) 0 0 9 0 0 0

Carriers offering 3 stop-offs in transit will fill in only the applicable minimum weight in DF(3) or DG(3) of Section F, Item 2.

NOTE 2: Carrier equipment substitution for dromedary boxes must adhere to the specific set of criteria and requirements outlined in ITEM 328.

NOTE 3: When shipper provides additional descriptive information, following the hazardous material description entry on the GBL, which identifies chemical ammunition with incendiary charges or white phosphorus, either with or without bursting charges, then such commodities shall be subject to the line-haul minimum weight of 10,000 pounds or actual weight, if greater, at the 10,000 pound tender rate.

Section 4, Part A

ITEM 328 (C) CARRIER SUBSTITUTION OF EQUIPMENT IN LIEU OF DROMEDARY BOXES

1. In Lieu of dromedary boxes, approved substitute vehicles may be used for dromedary service. The vehicle must adhere to the specific requirements outlined within this item for it to be considered acceptable.

2. Criteria for Acceptable Substitute Vehicles.

The following specific set of conditions must be applied in addition to the requirements cited within Title, 49 Code of Federal Regulations (CFR) and DD FORM 626 (Motor Vehicle Inspection Report) for a vehicle offered for dromedary service to be considered acceptable for shipment of Army ammunition or explosives.

PART A: SUBSTITUTION OF EQUIPMENT FOR REGULAR DROMEDARY EQUIPMENT (CODES AD & A10)

When a request made for dromedary equipment without mechanical restraining devices, as shown in ITEM 325 (service DS and equipment code AD), or ITEM 327 (service DF and equipment code A10) is received by a carrier, the carrier with prior approval of the Transportation Officer may substitute a piece of equipment, as outlined in ITEM 325 and 327, subject to the conditions shown in Part C of this item.

PART B: SUBSTITUTION OF EQUIPMENT FOR DROMEDARY WITH MECHANICAL RESTRAINING DEVICES CODES AD6 & A16)

When a request made for dromedary equipment with mechanical restraining devices, as shown in ITEM 325 (service DH and equipment code AD6) or ITEM 327 (service DG and equipment code A16) is received by a carrier, the carrier with prior approval of the Transportation Officer may substitute a piece of equipment, as outlined in ITEM 325 and 327, and subject to conditions shown in Part C of this item. However, the equipment which is substituted must also contain the mechanical restraining devices required for equipment codes AD6 or A16.

PART C: Conditions

1. Vehicle Style. Any vehicle style with power unit and cargo body mounted on the same chassis is acceptable provided it meets the safety criteria as specified in Title 49, CFR, Parts 177.835, 392, and 393. This vehicle must be designed for a load capacity which equals or exceeds the load to be carried. Acceptable vehicles include pickup trucks with hard covers securely fastened or bolted to the side rails or vehicle bed, panel trucks, cargo vans, and step vans. Passenger vans, motor homes, station wagons, 2 and 4 door passenger automobiles, and recreational vehicles are not acceptable.

Section 4, Part A

ITEM 328 (continued) (C)**2. Cargo Area And Restraint Provisions.**

a. Front-end Structure. The front-end structure of the cargo area must conform to the configuration and strength requirements of 49 CFR 393.106. Additionally, if the vehicle is a van type, the front-end structure must form a solid wall; i.e., side to side and top to bottom. It must also be attached to the vehicle in such a manner so as to support any type of blocking piece or assembly placed against it for ammunition shipments.

b. Side Structure. The side structure of the cargo area must conform to the configuration and strength requirements of 49 CFR 393.100. The side structure must be such that conventional blocking and bracing methodology can be used without causing vehicle wall damage.

c. Door Structure. All doors must be capable of having blocking and bracing placed against them or the vehicle structure adjacent to the doors must be able to have the blocking placed against it; i.e., when a roll-up door is installed, the corner post must be accessible for proper blocking installation and retention. Alternatively, if the door structure cannot provide retention of the load, then the floor of the cargo area must be at least 1-1/4" thick hardwood to allow for the nailing of floorline dunnage.

d. Securement Systems. Securement systems affixed to the vehicles are acceptable; however, the safe working limit for the straps, cross members, etc., must be identified by stenciling on the system parts or vehicle interior. Explosives cargo transported in dromedary service vehicles will be blocked and braced in accordance with drawings developed, tested and approved for dromedaries by the US. Army Defense Ammunition Center and School. Securement hardware must conform to the configuration and strength requirements of 49 CFR 393.102.

e. Interior Surfaces. The entire interior of the cargo area must be free of appurtenances that will interfere with the blocking and bracing of ammunition cargo. Additionally, all side and end surfaces/areas must be compatible with common dunnage assemblies used to secure ammunition loads.

f. Windows. Windows of any type are not allowable within the cargo area of the vehicle.

3. Cargo Box Securement. The cargo area or box will be affixed to the transport vehicle in a positive manner; i.e., a box will not be placed within the bed of a pickup type truck and held by fastening the tailgate. The box must be positively attached, such as by the use of chains and load binders, bolting to the structural members of the vehicle floor or frame, etc.

4. Segregation. Compartmentalized vans and freight containers may be used in dromedary service if each compartment has permanent sides, tops, and its own door which can be locked and sealed independently of all others. All explosives transported by each motor vehicle or dromedary unit, regardless of the number of compartments in the unit, will be compatible. Intervening compartment walls or bulkheads must be permanent and may be adjustable; however; access to each compartment must be made only through its associated door.

5. Physical Security and Surety. Conveyance must be fully enclosed with permanent sides, floor, top and doors which can be locked and sealed in accordance with Army Regulation (AR) 55 - 355.

Section 4, Part A

ITEM 330**INSPECTION OF VEHICLES**

1. Inspection Before Loading. All motor vehicles used or to be used to transport ammunition, explosives, fireworks, chemical munitions or poisons (Classes A & B), or radioactive yellow-III label materials over public highways will be inspected by shipping activities before loading, for compliance with safety regulations prescribed by transportation regulatory bodies and the Department of Defense. DD Form 626 (Motor Vehicle Inspection, (Transporting Hazardous Material)) will be used for this purpose. Only vehicles against which no unsatisfactory conditions are noted on DD Form 626 will be accepted for loading. Vehicles will not be rejected, however, if deficiencies are corrected by the carrier before loading.

a. Shipping Installations. DD Form 626 will be completed before a motor vehicle is released for transportation of ammunition, explosives, fireworks or poisons, (class A or B) or radioactive yellow-III label material. All spaces on the form will be filled in. Additional pages may be used if necessary.

The shipper will check any requirements for which it is responsible upon arrival of motor vehicles at the shipping installation. Shipments will not be tendered if any requirement checked as unsatisfactory by the shipper is not corrected by the carrier.

2. Receiving Installation. All vehicles containing ammunition, explosives, fireworks or poisons, (Classes A & B) or radioactive yellow-III label material will be inspected before they are accepted for delivery. The DD Form 626 specifies items to be checked on incoming loaded equipment. Deficiencies must be corrected by the carrier before the vehicles are permitted to enter sensitive or restricted areas.

a. Inspection Before Unloading. All motor vehicles delivering shipments of ammunition, explosives, fireworks or poisons (Class A or B), or radioactive yellow-III label materials will be inspected before unloading. Any deficiencies will be corrected at the time of inspection, if practicable and considered necessary for safe delivery to the unloading point. If correction of the deficiency is necessary, but is impracticable, proper action will be taken to ensure safe delivery of the shipment.

3. Deficiencies Which Have Been Corrected. Deficiencies which exist at the time of inspection, and are corrected before loading or unloading the vehicle, will be entered in the "Remarks" column of form opposite the proper item.

ITEM 340, REGULATORY COMPLIANCE,

PREVIOUSLY SHOWN ON THIS PAGE HAS BEEN TRANSFERRED

TO 1ST REVISED PAGE 100.

Section 4, Part A

ITEM 335**LEASED EQUIPMENT RESTRICTIONS (See Note)**

1. Equipment and Employees of Carrier. Trip-leased commercial vehicles will not be used to transport ammunition, explosives, fireworks chemical munitions or poisons (Classes A, B or C) or radioactive leased under a valid agreement (See paragraph 2 below) by the company transporting the shipment, and the vehicle drivers must be full-time employees or under the direct control and responsibility of that company. This is not to be construed, however, as precluding the interchange of equipment in furtherance of a through movement of traffic at a point or points which such carriers are authorized to serve.
2. Contract of Lease. The contract of lease must be in writing, signed by the parties thereto, and must not contain a provision authorizing cancellation by either party on less than 30 days' notice. In addition, the contract of lease must provide for the exclusive possession, control, and use of the equipment and for the complete assumption of liability in respect thereto by the lessee. The leased equipment may not be further leased or subject to any other carrier for the duration of the lease. The shipper will ensure that a copy of the appropriate contract of lease is carried in all leased vehicles and is available for inspection.

NOTE: Subject to ITEM 230, Trip-Leasing of Equipment.

ITEM 340**REGULATORY COMPLIANCE**

1. Responsibilities. Everyone participating in the shipment of explosives and other dangerous articles is responsible for compliance with rules and regulations of regulatory bodies governing the safe transportation of those commodities. All matters pertaining to the establishment, amendment or clarification of such rules and regulations as they concern Department of Defense shipments will be referred to the Commander, Military Traffic Management Command, ATTN: MTOP-JF, for coordination, determination or further handling with regulatory bodies.
2. Labels and Placards. Regulations require that certain conspicuous and distinctive labels or markings be attached to or made upon containers used in transporting shipments of explosives or other dangerous articles, and that placards be applied to equipment used to transport such shipments. Labeling or marking of containers and vehicles is the responsibility of the shipper. No unit of transportation equipment loaded with explosives or other dangerous articles will be released without proper labeling of containers therein and proper placarding of the equipment as required by the appropriate regulatory or supervisory authority as described herein. Labels will not be applied to packages containing articles which are not subject to parts 171-179 of the Department of Transportation Regulations (CFR 49). When DOT Regulations exempt the package(s) from labeling, the exemption must be indicated by the words "No Labeling Required" immediately following the Description of articles on the Government bill of lading.

SECTION 4

RULES: SPECIAL

PART B

RULES GOVERNING THE MOVEMENT OF COMMODITIES

WHICH REQUIRE SPECIAL HANDLING OR TRANSPORTING

BECAUSE OF THEIR SIZE, WEIGHT, OR UNIQUE TRANSPORTATION CHARACTERISTICS

For Explanation of Abbreviations, Definitions and Reference Marks

Used Herein See SECTION 5

Section 4, Part B

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Section 4, Part B

ITEM 400**APPLICATION**

The rules and accessorial charges contained in this part shall apply for those carriers which provide specialized services or equipment for the movement of those DOD shipments which require special handling or transporting because of their size, weight or unique transportation characteristics.

ITEM 401**EMPTY MOVEMENT OF EQUIPMENT (EM)**

1. When required to support a DOD initiative, MTMC area commands may require a carrier to immediately deadhead equipment regardless of its location to a point of pickup. All deadhead miles traveled from point of dispatch to point of origin will be charged for at a rate of EM(1) \$_____ per deadhead mile per vehicle which will be in addition to the line-haul rate from scheduled point of pickup to scheduled point of delivery. Charges for deadhead miles must be supported by shipper or consignee endorsement on the bill of lading identifying point of dispatch and applicable Standard Point Location Codes. Deadhead mileage will be the short route mileage determined by the governing mileage guide.

2. Empty movement charges will not exceed carrier's lowest line-haul transportation charges for the same type of equipment regardless of commodity in any tender filed with MTMC which applies from the vehicle dispatch point to point of pickup.

ITEM 405**ESCORT/FLAGMAN/TELEPHONE SERVICE (EF)**

1. Escort/Flagman. When an escort vehicle or a flagman is requested by the shipper or required by a regulatory agency, such escort vehicle or flagman will be furnished by the carrier subject to charges named below:

a. When an escort vehicle or flagman is assigned to a shipment, the charge shall be EF(1) \$_____ per mile per each escort vehicle or flagman, applying from the assigned point to the point where the requirement ceases. The assigned point and the point of cessation may or may not be origin and destination of the shipment. The minimum mileage charge per day for each escort vehicle or flagman will be EF(2) _____. This service may be required only intermittently during any given trip depending on state, county or municipal regulation. Charges will apply only where the requirement exists.

b. When movement hours are restricted by a regulatory agency, carriers may include an overnight subsistence charge of EF(3) \$_____ per night for each flagman or escort vehicle driver, when applicable.

c. When an escort vehicle or flagman is furnished by the state, county or municipality, the carrier will advance the lawful charges incurred for subsequent reimbursement from the Government, in accordance with ITEM 55, ADVANCING CHARGES.

2. Telephones-Radios. When requested by the shipper or consignee, mobile telephone(s) or two-way radio(s) will be furnished by the carrier at a charge of EF(4) \$_____ for each vehicle so equipped. These charges will be in addition to all other applicable charges. This charge will not apply when the telephones-radios are required as part of a transportation protective service described in Section 2 of this publication.

Section 4, Part B

ITEM 407 **EXTRA LIGHTS - OVERDIMENSIONAL LOADS (EL)**

When a state regulatory agency requires that lights, flashing or not flashing, be placed on an overdimensional shipment, a charge of EL(1) \$ ____ per vehicle per such state will apply in addition to all other charges.

ITEM 410 **IMPACTOGRAPHS (IM)**

Subject to availability of equipment, impactographs will be provided at the request of the shipper or consignee, subject to an additional charge of IM(1) \$ ____ per loaded mile per impactograph, and a minimum charge of IM(2) \$ ____ for each impactograph.

ITEM 415 **OVERDIMENSIONAL FREIGHT SERVICE(OD) (NOTES 1&2)**

Carriers will provide overdimensional freight service for DOD shipments, subject to the following definition, conditions and charges.

1. Definition. A shipment will be considered to be overdimensional when it contains one or more non-divisible articles which measure in excess of 576 inches (48 feet) in length, 102 inches (8 feet 6 inches) in width, or 162 inches (13 feet 6 inches) in height from the ground to the top of the article after loading. Although paragraph 3 of this item provides coverage for over-length charges, overlength dimensional charges will not be assessed, for interstate or intrastate movements, when the gross length dimensions of the tractor and loaded semi-trailer combination are within the maximum gross length for such equipment combination on interstate and federally designated highways or other state highways and supplemental routes.

2. Conditions.

a. Line-haul Charges. OD will apply only to truckload shipments. Line-haul transportation charges will be based on the applicable truckload charge (Rate Qualifiers PL and PM), highest truckload minimum weight applicable to the equipment loaded by the shipper, or actual weight if in excess of the minimum weight, and accompanying truckload rate. When distance rates are applicable, the determination of mileage will be subject to the circuitous routing provisions of ITEM 200, ROUTING. Application to ITEM 435 is limited to the type of vehicle actually used.

Section 4, Part B

ITEM 415 (continued) (C)

b. Overdimensional charges. The overdimensional mileage charges named in paragraph 3 of this item will apply only to that mileage within those states that assess a permit fee for the overdimensional load. When a shipment is overdimensional in more than one dimension (i.e., width, length, or height) the overdimensional mileage charge producing the greatest total charges will apply. In no case will overdimensional mileage charges be assessed on more than one dimension.

c. Permits and bonds. When a special permit or bond is required by any state, country, or municipality because of the overdimensional nature of the shipment, and the carrier obtains such permit or bond at the request of the shipper, the carrier will advance the charges so incurred for subsequent reimbursement from the Government. (See ITEM 55, ADVANCING CHARGES.)

d. Tolls and fees. Tolls or fees for access to bridges, ferries, highways or tunnels, which are incurred by the carrier because of the overdimensional nature of the shipment, shall be advanced by the carrier for subsequent reimbursement from the Government (See ITEM 55, ADVANCING CHARGES.)

3. Charges: Overwidth, Overlength, and Overheight.

a. Overwidth Charges. Minimum Charge: OD(1) _____.

Article Width (in inches)		<u>Charges per Mile</u>
<u>Over</u>	<u>Not Over</u>	
102	108	OD(2)\$ _____
108	120	OD(3)\$ _____
120	132	OD(4)\$ _____
132	144	OD(5)\$ _____
144	156	OD(6)\$ _____
156	168	OD(7)\$ _____
168	180	OD(8)\$ _____
180	204	OD(9)\$ _____
204		OD(10)\$ _____ per foot or fraction thereof on that portion over 17 feet wide, plus the charge per mile in OD(9)

Section 4, Part B

ITEM 415 (continued)

b. Overlength Charges. Minimum Charge: OD(11) _____.

Article Width (in inches)		<u>Charges per Mile</u>
<u>Over</u>	<u>Not Over</u>	
576	600	OD(12)\$ _____
600	660	OD(13)\$ _____
660	720	OD(14)\$ _____
720	780	OD(15)\$ _____
780		OD(16)\$ _____ plus OD(17) \$ _____ per foot for that portion over 65 feet long.

3. Charges: Overwidth, Overlength, and Overheight.

c. Overheight Charges. Minimum Charge: OD(18) _____.

Article Width (in inches) (see NOTE 1)		<u>Charges per Mile</u>
<u>Over</u>	<u>Not Over</u>	
162	168	OD(19)\$ _____
168	174	OD(20)\$ _____
174	180	OD(21)\$ _____
180	192	OD(22)\$ _____
192	204	OD(23)\$ _____
204		OD(24)\$ _____

NOTE 1: Dimensions are measured from the ground to the top of the article after loading

NOTE 2: Effective date of this item is February 15, 1993.

Section 4, Part B

ITEM 416 (C)**OVERWEIGHT PERMIT SHIPMENTS (OW)**

Carriers indicating OW, in Section F, Item 2 of the DOD tender, will provide the transportation of overweight DOD shipments, subject to the availability of proper equipment, and subject to following definitions, conditions and permit charges.

1. Definition. Any non-divisible article which exceeds 48,000 pounds (45,000 pounds when loaded on low boy equipment) shall be assessed, in addition to all other applicable charges, an excess weight permit charge for each state transported from, to, or through, as shown in paragraph 4 of this item.

2. Conditions.

a. Line-haul charges. Line-haul transportation charges for non-divisible articles exceeding 48,000 pounds will be determined from rates contained in the carrier's individual tender. When distance rates and/or permit mileage is involved, the determination of mileage will be subject to the circuitous routing provisions of ITEM 200.

b. Tolls and fees. Tolls and fees for access to bridges, ferries, highways or tunnels, which are incurred by the carrier because of the overweight nature of the article transported, shall be advanced by the carrier in accordance with ITEM 55, ADVANCING CHARGES.

c. Individual state overweight charges which are assessed "per vehicle", "per mile", "per ton mile", or "per mile traveled", will be assessed only on the one-way distance through the individual state traveled, and such distances will be computed via the route(s) specified in the permit(s) issued by that state. All permit route distances will be computed according to the short route mileage determined from the governing mileage guide, over the permit route traveled.

d. Per ton-mile means 2,000 pounds of freight transported one mile. Per ton means a weight of 2,000 pounds (2M). Fractional weights will be used in the computation of excess weight charges. Fractions of a mile will be raised to the next higher mile.

e. When a shipment is both overweight as defined in paragraph 1 above and overdimensional as defined in ITEM 415, the charges computed from ITEM 416 will not apply if the charges computed from ITEM 417 result in a higher charge.

f. When, because of the nature of the shipment and/or carrier's equipment, carrier must obtain special permits or bonds required by any city, county, state or municipal agency, and such special permits or bonds are in addition to the charges in paragraph 4 of this item, carrier will advance the charges for subsequent reimbursement from the Government in accordance with ITEM 55.

3. Carriers wishing to offer overweight service will complete Section F, Item 2, Accessorial Services, by entering OW in the Service Column, and inserting "X's" in all data elements in the Minimum Charge/Wt. Column.

Section 4, Part B

ITEM 416 (continued) (C)4. Overweight Permit Charges - When weight of article shipped exceeds 48,000 pounds.STATEOVERWEIGHT CHARGES APPLICABLE PER VEHICLE USED SHALL BE:

ALABAMA

Permit charges are based on weight of article in excess of 48M, as follows:

<u>Excess Weight</u>	<u>Charge</u>
Over 48M to 68 M	\$35
Over 68M to 93M	\$55
Over 93M to 118M	\$85
Over 118M	\$125

ARKANSAS

\$30 plus a charge in cents per 100 pounds based on weight of article in excess of 48M and distance traveled, as follows:

<u>Excess Weight Over 48M</u>	<u>Mileages (Charges in cents per 100 pounds)</u>				
	<u>0-110</u>	<u>101-150</u>	<u>151-200</u>	<u>201-250</u>	<u>Over 250</u>
First 10M, or fraction thereof	6	9	12	15	18
Next 10M, or fraction thereof	12	17	21	26	30
Each additional 100 pounds, or fraction thereof	18	24	30	36	42

ARIZONA \$45

CALIFORNIA \$45

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ITEM 416 (continued)4. Overweight Permit Charges (continued)STATEOVERWEIGHT CHARGES APPLICABLE PER VEHICLE USED SHALL BE:

COLORADO	\$65
CONNECTICUT	\$40
DELAWARE	\$30, plus a charge of \$3.60 per each 6,000 pounds, or fraction thereof, in excess of 48M
FLORIDA	Permit charges are based on weight of article in excess of 48M, as follows:

<u>Excess Weight</u>	<u>Charge</u>
Over 48M to 63M	\$49
Over 63M to 80M	\$53 plus a charge of 30 cents per each 1,000 pounds, or fraction thereof, in excess of 80M

GEORGIA	\$30
IOWA	\$35
IDAHO	\$35
ILLINOIS	\$75, plus a charge of 4.2 cents per ton mile, or fraction thereof, on weight of article in excess of 48M

Section 4, Part B

ITEM 416 (continued) (C)4. Overweight Permit Charges (continued)STATEOVERWEIGHT CHARGES APPLICABLE PER VEHICLE USED SHALL BE:

INDIANA

\$45, plus a charge in cents per mile on weight of article in excess of 48M, as follows:

<u>Excess Weight</u>	<u>Charge in Cents Per Mile</u>
Over 48M to 76M	42
Over 76M to 118M	72
Over 118M	120

KANSAS

\$30

KENTUCKY

\$85, plus axle additives: 6 axles, \$50; 7 axles, \$60; 8 axles, \$70; 9 or more axles, \$80

LOUISIANA

Permit charges are based on weight of article in excess of 48M and distance traveled, as follows:

<u>Excess Weight</u>	<u>Mileages</u>				
	<u>0 to 50</u>	<u>51 to 100</u>	<u>101 to 150</u>	<u>151 to 200</u>	<u>Over 200</u>
Over 48M to 68M	\$55	\$70	\$90	\$105	\$125
Over 68M to 76M	\$75	\$120	\$160	\$205	\$245
Over 76M to 88M	\$95	\$155	\$215	\$275	\$335
Over 88M to 100M	\$115	\$195	\$275	\$355	\$440
Over 100M to 120M	\$145	\$250	\$360	\$470	\$580
Over 120M to 140M	\$180	\$320	\$465	\$610	\$755
Over 140M to 160M	\$215	\$390	\$570	\$755	\$930

Section 4, Part B

ITEM 416 (continued) (C)4. Overweight Permit Charges (continued)STATEOVERWEIGHT CHARGES APPLICABLE PER VEHICLE USED SHALL BE:

MAINE

Permit charges are based on weight of article in excess of 48M, as follows:

<u>Excess Weight</u>	<u>Charges</u>
0 to 5M	\$28.00
Over 5M to 10M	\$29.50
Over 10M to 15M	\$31.00
Over 15M to 20M	\$32.50
Over 20M to 25M	\$34.00
Over 25M to 30M	\$35.50
Over 30M to 35M	\$37.00
Over 35M to 40M	\$38.50
Over 40M	\$40.00

MARYLAND

\$55, plus \$6 per ton, or fraction thereof, on weight of article in excess of 58M

MASSDACHUSETTS

\$25

MICHIGAN

\$28

MINNESOTA

\$40, plus a charge in cents per mile on weight of article in excess of 48M, as follows:

<u>Excess Weight</u>	<u>Charge in Cents Per Mile</u>
Over 48M to 56M	20
Over 56M to 65M	25
Over 65M to 72M	30
Over 72M to 80M	35
Over 80M to 90M	40
Over 90M to 100M	45
Over 100M	50

Section 4, Part B

ITEM 416 (continued) (C)4. Overweight Permit Charges (continued)STATEOVERWEIGHT CHARGES APPLICABLE PER VEHICLE USED SHALL BE:

MISSISSIPPI 6 cents per mile per 1,000 pounds, or fraction thereof, on all article weight in excess of 48M for the total miles traveled on all highways, subject to a minimum charge of \$25.

MISSOURI \$32

MONTANA Permit charges on articles weighing in excess of 48M are based upon distance traveled, as follows:

<u>Miles</u>	<u>Charge</u>
100 or less	\$35
101 to 199 miles	\$55
200 miles or more	\$75

NEBRASKA \$35

NEVADA \$32.50

NEW HAMPSHIRE \$30, plus a charge on weight of article in excess of 48M, as follows:

<u>Excess Weight</u>	<u>Charges</u>
Over 48M to 58M	\$11
Over 58M to 68M	\$12
Over 68M	\$12, plus a charge of \$2.40 per each 10M, or fraction thereof, in excess of 68M

Section 4, Part B

ITEM 416 (continued) (C)4. Overweight Permit Charges (continued)

<u>STATE</u>	<u>OVERWEIGHT CHARGES APPLICABLE PER VEHICLE USED SHALL BE:</u>
NEW JERSEY	\$35, plus a charge of \$6 per ton, or fraction thereof, on weight of article in excess of 48M
NEW MEXICO	\$40
NEW YORK	\$36
NORTH CAROLINA	\$30
NORTH DAKOTA	\$30, plus a charge of \$7 per ton, or fraction thereof, on weight of article in excess of 73M. Per ton charges are not applicable to vehicles titled and registered in North Dakota.
OHIO	\$40
OKLAHOMA	\$35, plus a charge of \$6 per each 1,000 pounds, or fraction thereof, on weight of article in excess of 48M
OREGON	\$32
PENNSYLVANIA	\$40, plus a charge of 3.6 cents per ton mile, or fraction thereof, on weight of article in excess of 48M.
RHODE ISLAND	\$25

Section 4, Part B

ITEM 416 (continued) (C)4. Overweight Permit Charges (continued)

<u>STATE</u>	<u>OVERWEIGHT CHARGES APPLICABLE PER VEHICLE USED SHALL BE:</u>
SOUTH CAROLINA	\$30
SOUTH DAKOTA	\$35, plus a charge of 2.4 cents per ton mile, or fraction thereof, on weight of article in excess of 48M.
TENNESSEE	\$40, plus a charge of 6 cents per ton mile, or fraction thereof, on weight of article in excess of 48M
TEXAS	\$45
UTAH	\$40
VERMONT	\$35
VIRGINIA	\$35, plus a charge of 12 cents per mile, or fraction thereof, on weight of article in excess of 48M

Section 4, Part B

ITEM 416 (continued) (C)4. Overweight Permit Charges (continued)STATEOVERWEIGHT CHARGES APPLICABLE PER VEHICLE USED SHALL BE:

WASHINGTON

\$25, plus a charge in cents per mile, or fraction thereof on weight of article in excess of 48M, as follows:

<u>Excess Weight</u>	<u>Charge in Cents Per Mile</u>
Over 48M to 53,999	6
Over 54M to 59,999	12
Over 60M to 65,999	18
Over 66M to 71,999	30
Over 72M to 77,999	42
Over 78M to 83,999	54
Over 84M to 89,999	72
Over 90M to 95,999	90
Over 96M to 101,999	108
Over 102M to 107,999	126
Over 108M to 113,999	144
Over 114M to 119,999	174
Over 120M to 127,999	204
128,000 and over	240

WEST VIRGINIA

\$26, plus a charge of 3.6 cents per ton mile, or fraction thereof on weight of article in excess of 48M

Section 4, Part B

ITEM 416 (continued) (C)4. Overweight Permit Charges (continued)STATEOVERWEIGHT CHARGES APPLICABLE PER VEHICLE USED SHALL BE:

WISCONSIN

Permit charges are based on weight of article in excess of 48M, as follows:

<u>Excess Weight</u>	<u>Charge</u>
Over 48M to 58M	\$45
Over 58M to 68M	\$60
Over 68M to 78M	\$70
Over 78M to 88M	\$80
Over 88M to 98M	\$90
Over 98M to 108M	\$100
Over 108M to 118M	\$110
Over 118M	\$110, plus \$12 per each 10,000 pounds, or fraction thereof, in excess of 118M.,

WYOMING

\$25, plus a charge of 4.8 cents per ton mile, or fraction thereof, on weight of article in excess of 48M, subject to a maximum charge of \$200.

ITEM 417**OVERDIMENSIONAL PERMIT CHARGES**

Overdimensional single trip permit charges for each state will be assessed as provided below.

1. Overdimensional permit charges (in dollars) by individual state, on Interstate and designated Federal-aid highways and on other individual state and supplemental highways. Individual state and supplemental highway variances, if any, are indicated by footnote. Unless a separate charge is shown under (H), the charge under (W) will apply when a shipment is overheight or overwidth, or both overheight and overwidth.

Section 4, Part B

ITEM 417 (continued) (C)

a. Over 8'6" (102 inches wide (W) after loading, and/or over 13'6" (162 inches) high (H) after loading - measured from the ground to the highest part of the shipment.

<u>STATE</u>	<u>(W)</u>	<u>(H)</u>	<u>STATE</u>	<u>(W)</u>	<u>(H)</u>
AK	35		MO	27 (2)	
AL	30 (1)		MT	30	
AZ	35 (2)	35	NH	25 (2) (4)	
AR	25		NJ	30 (2)	
CT	35		NM	35	
DE	28 (2)		NY	31 (2)	
DC	39		NC	25 (2)	
FL	25 (1)		ND	25 (2)	
GA	25 (1) (3)		OH	40	
IL	40 (2)		OK	25	
IN	40		PA	35 (2)	
IA	30 (2)		RI	20	
KS	40		SC	25 (2)	
KY	85 (2) 40 (9) 60 (10)		SD	35	
LA	28 (2)		TN	30 (2) (5) 35 (2) (6) 45 (2) (7) 50 (2) (8)	35
ME	28	23	TX	40	
MD	50 (2)		VT	30	
MA	20		VA	30 (2)	
MI	23 (2)		WV	22 (2)	
MN	35		WI	35	
MS	20				

- (1) 96" (W) on other state and supplemental highways with lane widths less than 12' wide.
- (2) 96" (W) on other than interstate and designated Federal-aid highways.
- (3) If shipment is both overwidth, overheight and overlength, the combined permit fee will be \$30.00.
- (4) 102 inches permitted on all routes with 12 feet or wider lane widths.
- (5) Up to 10 feet wide.
- (6) Over 10 feet - not over 12 feet.
- (7) Over 12 feet - not over 14 feet.
- (8) Over 14 feet - not over 16 feet.
- (9) Over 10 feet - not over 14 feet.
- (10) Over 14 feet

Section 4, Part B

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Section 4, Part B

ITEM 417 (continued)

b. Over 8'6" (102) inches wide (W) after loading, and/or over 14' (168 inches) high (H) after loading - measured from the ground to the highest part of the shipment.

<u>STATE</u>	<u>(W)</u>	<u>(H)</u>	<u>STATE</u>	<u>(W)</u>	<u>(H)</u>
CA	25		UT	35	
ID	30		WA	25	
NV	28		WY	30	
OR	26				

c. Over 8'6" (102 inches) wide (W) after loading, and/or over 14'6" (174 inches) high (H) after loading - measured from the ground to the highest part of the shipment.

<u>STATE</u>	<u>(W)</u>	<u>(H)</u>
CO	35	
NE	30	

d. Over length. There are no overall length limitations on tractor-semitrailer combinations when moving over Interstate and designated Federal-aid highways.

The following permit charges (in dollars) apply only on other than Interstate and Federal-aid highways. States not listed have no gross length limitations. Permit charges will not apply unless the nondivisible portion of the shipment requires transportation equipment exceeding applicable gross length limitations shown below, or the lading extends beyond the semitrailer thus requiring a permit. See Notes.

<u>STATE</u>	<u>55'</u>	<u>60'</u>	<u>65'</u>	<u>70'</u>	<u>75'</u>
AK				35	
AL		30			
CA			25		
DC	39				

Section 4, Part B

ITEM 417 (continued (C))

<u>STATE</u>	<u>55'</u>	<u>60'</u>	<u>65'</u>	<u>70'</u>	<u>75'</u>
DE		28			
GA		25			
IL	40				
IA		30			
KY	85				
ME		23 (*)			
MA		20			
MN		35			
MO		27			
NV				28	
NM			35		
NY		31			
NC		25			
ND					25
OR		26			
PA		35			
SC		25			
VT		30			

Section 4, Part B

ITEM 420**SPECIAL SERVICES - RESTRICTED SPEEDS (RU)**

Where the shipper, because of the unusual character of the shipment, desires to restrict the carrier to speeds below normal operating speeds, he may do so by specifying this requirement on the bill of lading or by other specific written instructions when tendering the shipment to the carrier. The carrier will comply with such restricted speeds insofar as possible, and the charges shown below will be assessed, in addition to all other applicable charges.

<u>RESTRICTED SPEED</u>	<u>RATE PER VEHICLE MILE</u>
20 MPH or less	RU(1) \$ _____
21 to 25 MPH	RU(2) \$ _____
26 to 35 MPH	RU(3) \$ _____
36 to 40 MPH	RU(4) \$ _____
41 to 46 MPH	RU(5) \$ _____

Section 4, Part B

ITEM 425 SPECIAL SERVICES - SHORING, BRIDGE OR CULVERT AND/OR OVERHEAD WIRES

1. Shipper shall be required to provide special facilities, equipment, qualified personnel, or permission necessary for raising of overhead wires or removing or replacing obstructions as required for the passage of shipments of oversize or overweight cargo or to provide shoring or reinforcing of bridges, culverts, or roadways where necessary to provide for the safe passage of the load and equipment. Any and all delay to carriers' equipment caused by the conditions named herein, or caused by the failure of the shipper to provide such necessary services when required, shall be charged for at the rate shown in Item 85 without benefit of free time, which shall be in addition to all other charges.

2. At request of the shipper (with approval of MTMC area command), the carrier, acting as agent of the shipper or consignee, will provide the services set out in paragraph (1) of this item and will advance all expenses therefor, all such expenses or charges shall be paid by the shipper and shall be in addition to all other applicable charges. Request for this service shall be annotated in clear and specific language on the GBL.

ITEM 430 (C) SURVEYING ROUTES (SR)

When, because of the unusual size or weight of a shipment, a survey of the route is required for the safety of the shipment, carrier will notify the consignor of the shipment. Upon written authorization of the shipper (with approval of MTMC area command), the carrier will furnish an employee(s) or agents, and vehicle or vehicles to perform such survey service at a charge of SR(1) \$_____ per mile per vehicle, subject to a minimum charge of SR(2) \$_____, for each survey vehicle furnished and charge of SR(3) \$_____ per mile per person, subject to a minimum charge of SR(4) \$_____ for each person furnished. Such charges are to be assessed on the basis of the one way mileage applicable via the route followed by the survey vehicle(s). If shipper refuses to agree to such survey, carrier will not be obligated to perform the transportation.

The word "survey" means the dispatching of an employee(s) or agent(s) of the carrier, along with a vehicle or vehicles of the carrier, to ascertain the route over which a shipment can or may be transported.

Section 4, Part B

ITEM 435 (N) MINIMUM WEIGHTS AND SPECIAL EQUIPMENT FOR OVERWEIGHT SHIPMENTS

1. To provide a rate-minimum weight (weight bracket) - special equipment rate structure for over weight shipments of non-divisible articles loaded on equipment with 3 axles or more, tenders may be submitted subject to the following conditions.
 2. Subject to Item 416, carriers may provide non-alternating rates and minimum weights in Item 2 of Section D, Section D-1, Item 2, and/or Table B of Section E-1. Each rate and minimum weight will apply only to the equipment identified in Item 13, Section A, of the tender. Rate qualifiers associated with weight are: PH in Section D; PZ in Section D-1, Item 2; PH or PZ in Section E, Table B; and PZ in Section E-1. No other rate qualifier will be used.
 3. Individual tender rates for overweight shipments must apply equally to all types of equipment identified in Item 13, Section A, of the tender. Therefore, carriers should submit separate tenders for 3 axle, 4 axle, and 5 or more axle types of equipment. As the number of axles increase, each equipment type is more expensive to operate and has a greater weight carrying capacity than equipment with lesser axles. As minimum weights increase, so will the applicable rates when tenders are filed individually for 3 axle, 4 axle, and 5 or more axle types of equipment. Tender rates and minimum weights for 3 axle equipment is not required to alternate with rates applicable to 2 axle equipment.
 4. Provisions of ITEM 70, CAPACITY LOADS AND OVERFLOW, do not apply.
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SECTION 4

RULES: SPECIAL

PART C

SECOND AND THIRD PROVISO COMMODITIES MOVING

VIA HOUSEHOLD GOODS CARRIERS

For Explanation of Abbreviations, Definitions and Reference Marks

Used Herein See SECTION 5

Section 4, Part C

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Section 4, Part C

ITEM 500**APPLICATION**

1. Household goods motor carriers filing tenders with MTMC will use the Department of Defense Standard Tender of Freight Services and will be governed by the tender instructions and all rules in this publication. Second and/or third proviso commodities are considered to be freight commodities and will be described as provided in paragraphs 2 and 3 of this item.

2. Second proviso commodities will be entered in the description field in Line 14 of the DOD tender, using either one of the following description alternatives:

- a. DOD Unique Commodity Code 999910. Place and "X" next to DOD Unique and enter the following:

NUMBERDESCRIPTION

999910

Second proviso commodities defined in ITEM 510 of MFTRP No. 1A, released value not exceeding \$2.50 per pound.

- b. National Motor Freight Classification (NMFC) item number and commodity description, for identification of specific commodities. Place an "X" next to NMFC and enter the following information:

NUMBERDESCRIPTION

(Enter NMFC
commodity item(s)
numbers)

Enter the complete NMFC commodity description, including released value if applicable; and

Add the words "Second Proviso" enclosed in parentheses at the conclusion of the commodity description statement.

See ITEM 190, concerning released values and application of Line 15 of the DOD tender.

Section 4, Part C

ITEM 500 (continued) (C)

3. Third proviso commodities will be entered in the description field in Line 14 of the DOD tender, using either one of the following description alternatives:

- a. DOD Unique Commodity Code 999920. Place an "X" next to DOD Unique and enter the following:

NUMBERDESCRIPTION

999920

Third proviso commodities defined in ITEM 510 of MFTRP No. 1A, released value not exceeding \$250 per pound.

- b. National Motor Freight Classification (NMFC) item number and commodity description, for identification of specific commodities. Place an "X" next to NMFC and enter the following information:

NUMBERDESCRIPTION

(Enter NMFC
commodity item(s)
numbers)

Enter the complete NMFC commodity description, including released value if applicable; and

Add the words "Third Proviso" enclosed in parentheses at the conclusion of the commodity description statement.

See ITEM 190, concerning released values and application of Line 15 of the DOD tender.

4. Specialized equipment will be a closed van, air ride, with temperature and humidity control (equipment code A8), padded closed van equipped with air ride suspension (equipment code A9) or regular closed van, air ride (equipment code AA1, AA2, or AA3) in combination with a tractor unit (equipment code A5) which is also equipped with air suspension or easy ride suspension.

5. The use of equipment code A9 is restricted to household goods motor carriers handling second and/or third proviso commodities.

Section 4, Part C

ITEM 510 (C) DEFINITION OF SECOND AND THIRD PROVISO COMMODITIES

1. "Second Proviso" commodities are those commodities described in 49 U.S.C.A. Section 10102 (11) (B), as follows:

Furniture, fixtures, equipment and property of stores, offices, museums, institutions, hospitals or other establishments when a part of the stock, equipment, or supply of such stores, offices, museums, institutions, hospitals, or other establishments, except that this definition shall not be construed to include the stock-in-trade of any establishment, whether consignor or consignee, other than used furniture and used fixtures, except when transported as an incident to the removal of the establishment, or a portion thereof, from one location to another.

2. "Third Proviso" commodities are those commodities described in 49 U.S.C.A. Section 10102 (11) (C), as follows:

Articles, including objects of art, displays, and exhibits, which because of their unusual nature or value require the specialized handling and equipment usually employed in moving household goods and such similar articles as the Interstate Commerce Commission may provide by regulation, except that this definition shall not be construed to include any article, whether crated or uncrated, which does not, because of its unusual nature or value, require the specialized handling and equipment usually employed in moving household goods.

ITEM 520 (C)**RESERVATION - PORTION OF A VEHICLE (RP)**

(Applicable only to Household Goods Motor Carriers
Filing Second and/or Third Proviso Commodity Tenders)

1. Subject to availability of equipment, shipper may reserve a portion of the capacity of a vehicle by ordering a specific quantity of space, and accepting transportation charges based on actual weight of shipment subject to minimum weights as follows:

- | | |
|-------------------------|---|
| a. 150 cu. ft. or less | (1) _____ pounds |
| b. 151 to 200 cu. ft | (2) _____ pounds |
| c. More than 200 cu. ft | (3) _____ pounds per each 100 cu. ft. unit or fraction thereof ordered. |

2. Shipper shall endorse the GBL:

"SPACE RESERVATION _____ CU. FT. ORDERED"

Section 4, Part B

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SECTION 4

RULES: SPECIAL

PART D

**RULES GOVERNING THE APPLICATION OF SPECIAL MOTOR CARRIER
DETENTION PROVISIONS AT SPECIFIC INSTALLATIONS**

For Explanation of Abbreviations, Definitions and Reference Marks

Used Herein See SECTION 5

Section 4, Part B

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Section 4, Part B

ITEM 600 (C)**PURPOSE AND APPLICATION**

1. Purpose. The purpose of ITEMS 600 and 605 is to enable MTMC to maintain visibility of all shipper issued agreements concerning relocation, spotting or storage of carrier owned equipment and all special detention services and charges. These items will also provide a means for individualizing the detention services/charges in paragraphs 1(a) and/or 4 of ITEM 90, DETENTION: VEHICLES WITHOUT POWER UNITS, to meet needs of specific installations.
 2. Application. The rules contained in ITEMS 600 and 605 will apply to all shipper issued agreements and to "one of a kind" situations where it has been determined that paragraphs 1(a) and/or 4 of ITEM 90 does not provide an appropriate means for stating special detention services. Tenders filed under this section are subject to approval by MTMC. Approval will be given to Part 2, Enclosure 1 of ITEM 605 only when a particular detention service is so unique that the provisions of ITEM 90 will not cover the service. All tenders containing Part 2, Enclosure 1 provisions must provide more favorable benefits to the DOD shipper than are available under ITEM 90.
 3. Precedence. The provisions (including shipper agreements) issued special in tenders filed under ITEM 605 will alternate with the provisions of paragraphs 1(a) and/or 4 of ITEM 90 and/or ITEM 195 to produce the lowest charge and most favorable benefit to the DOD shipper.
 4. Special Agreements. All special agreements issued by the individual installations must be filed with HQ.MTMC, ATTN: MTOP-JF, as provided in ITEM 605. Agreements not filed under this part will not be valid. The terms of shipper issued agreements concerning relocation, spotting, or storage of carrier vehicle without charge, pending loading or unloading will not be changed.
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Section 4, Part D

ITEM 605 (C) SIMPLIFIED TENDER FILING PROCEDURE FOR SPECIAL DETENTION SERVICES

1. To simplify tender filing procedures, carriers may file one tender containing both shipper issued special agreements and provisions for special detention of vehicles without power. This rule applies to all motor carriers (including surface freight forwarders, shipping associations and shippers agents governed by this publication), subject to the following conditions and requirements.
2. Carriers following this procedure will complete and file only Sections A, B, C, and Enclosure 1 of this item (See sample of Enclosure 1 on page 132). No line-haul transportation rate will be accepted, and inclusion of Sections D and/or E shall be cause for rejection. Use of Section F, Item 2 (Accessorial Services) is not required.
3. Carriers will complete Section A of the DOD tender, according to the tender instructions, except for the following:
 - a. Line 4, TENDER NUMBER: All filing carriers will enter the number 003000.
 - b. Line 11, APPLICATION: Do not place an "X" in any of the data fields.
 - c. Line 14, CLASSIFICATION USED: Place an "X" in DOD Unique.
 - d. Line 14, NUMBER: Enter "999954".
 - e. Line 14, DESCRIPTION: Enter "Special Detention Services - See Enclosure 1, Attached."
 - f. Lines 13 (EQUIPMENT OFFERED) and Line 15 (RELEASED VALUE) will not be completed.
4. All tenders filed under this item will be coded by HQMTMC as having application to the individual installations identified in the enclosure, in both interstate and intrastate commerce. Tenders previously filed indicating "interstate" only will apply to both interstate and intrastate tenders of the filing carrier.
5. This tender will apply to each filing carrier's individual tenders (interstate and intrastate), without the necessity of cross reference. (To alert rate technicians that such a tender exists, we recommend that Tender No. 3000 be identified in the extreme right portion of Section B, paragraph g, of the carrier's individual line-haul tender.) Detention of vehicle without power service and charges stated in individual tenders will alternate with the detention charges (in Part 2 of the enclosure) for the same service at the specific installation to produce the lowest charges and most favorable benefits to the DOD shipper.
6. If the tender to be issued under this rule covers only special agreements issued by individual shippers, the names and 9-digit SPLC's of the installations will be entered in Part 1 of the enclosure. Since these agreements provide for the waiver of all charges, Part 2 will not be completed for these installations.

Section 4, Part D

ITEM 605 (continued)

7. Tenders covering special detention provisions at installations not covered by shipper issued special agreements will be identified by name and 9-digit installation SPLC in Part 2 of the enclosure.

a. In Part 2 of the enclosure, enter applicable free time and detention charges. Free time periods will be for 24 hours or multiples of 24 hours. If carrier wants to provide different periods and different charges for different installations, then a separate enclosure page will be filed for each different group. Applicable installations will be identified in Part 2 of each page. Spaces allowed for hours and charge in the enclosure will not be changed.

b. Carriers wishing to provide unlimited free time at installations identified in Part 2(1) of the enclosure will place "X's" in the spaces provided for DW(10), in Part 2(2). Carriers selecting this option will not complete DW(11) in Part 2(2) of the enclosure.

8. Tenders covering both paragraphs 6 and 7 above will be stated on the same enclosure page.

(A sample of Enclosure 1 is provided on the following page.)

Section 4, Part D

ITEM 605 (continued) (C)SAMPLE ENCLOSURE

Carrier SCAC _____

Page 1 of ____ pages

ENCLOSURE 1 TO DOD TENDER NO. 3000PART 1

Part 1 applies only to individual installations that have issued special agreements (for relocation, spotting, or storage of carrier vehicles without charge) to which the filing carrier is a participating carrier. This part applies to the following installations (list installation(s) by name with applicable SPLC(s).) A copy of each installation agreement is attached.

PART 2 (not applicable to installations identified in Part 1)

1. This part is subject to all provisions of ITEM 90, except paragraphs 1(a) and/or 4, when noted below. This part applies only to the following installation(s) (list installation(s) by name with applicable SPLC(s).)

2. Free Time. Trailers spotted for loading/unloading will be allowed DW(10)____hours of free time for loading/unloading. The detention will end when consignor/consignee notifies the carrier by telephone that loading/unloading has been completed and that trailer is available for pickup.

3. Charges for the Detention of Vehicles Without Power Units. For each 24-hour period or fraction thereof that vehicle is detained beyond the allowable free time, the charge will be DW(11) \$_____ per each 24-hour day or fraction thereof.

SECTION 5

EXPLANATION OF ABBREVIATIONS, DEFINITIONS, AND REFERENCE MARKS

Section 5

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Section 5

ITEM 1000 (C)**ABBREVIATIONS**

AC	Advancing Charges
CBL	Commercial Bill of Lading
CONUS	CONTINENTAL UNITED STATES
CB	Chains and Binders
CS	DOD Constant Surveillance Service
DA	Dunnage Allowance
DDD	Desired Delivery Date
DD	Dual Driver Protective Service
DF	410 Dromedary Service
DN	Dual Driver Protective Service with NAC
DOD	Department of Defense
DOT	U. S. Department of Transportation
DP	Detention: Vehicles with Power Units
DPM	Direct Procurement Method
DS	Dromedary Service
DW	Detention: Vehicles without Power Units
EF	Escort/Flagman/Telephone Service
EL	Extra Lights - Overdimensional Loads
EM	Empty Movement of Equipment
ER	Equipment, Empty Trailers - Return of
EU	Exclusive Use of Vehicle
EX	Expedited Service
F.	Fahrenheit
FAK	Freight All Kinds
FVC	Full Visibility Capacity
GBL	Government Bill of Lading
HF	Handling Freight at Positions not Immediately Adjacent to Vehicle
IM	Impactographs
LU	Loading-Unloading by Carrier
MCRP	MTMC Class Rate Publication
MFTRP	MTMC Freight Traffic Rules Publication

Section 5

ITEM 1000 (continued)

MS	Motor Surveillance Service
MTMC	Military Traffic Management Command
NAC	National Agency Check
NMFC	National Motor Freight Classification
OD	Overdimensional Freight Service
OW	Overweight Permit Shipments
PD	Pickup and Delivery on Saturday, Sunday or Holidays
PP	Pallets, Platforms, or Skids
PR	Prelodging
PS	Protective Security Service
PT	Protective Tarping for Security Purposes
RC	Reconsignment or Diversion
RD	Redelivery
RDD	Required Delivery Date
RP	Reservation-Portion of Vehicle
RU	Special Services-Restricted Speeds
RV	Relocation of Vehicles
SD	Special Dromedary Services
SE	Security Escort Vehicle Service
SG	Storage
SM	DTTS Satellite Motor Surveillance Service
SO	Stop-off in Transit
SP	Split Pickup or Delivery
SR	Surveying Routes
ST	Signature and Tally Record Service
TDR	Transportation Discrepancy Report
TPS	Transportation Protective Service
USC	United States Code
VF	Vehicles Furnished but not Used
VI	Vehicles - Inoperable
VT	Automobiles/Vehicles in Truckaway Service
WV	Weight Verification

Section 5

ITEM 1001**DEFINITIONS**

CLEARED CARRIER - A commercial carrier who has met the following criteria for handling SECRET shipments:

- a. Can provide the Transportation Protective Service (TPS) requirement established by a transportation officer.
- b. Has authorization by law or regulation to provide the required transportation protective service.
- c. Has a SECRET facility clearance issued by the Defense Investigative Service (DIS).
- d. Has furnished HQ MTMC with an applicable tender, agreement or contract that provides for Protective Security Service (PS).

CONTINENTAL UNITED STATES (CONUS) - United States territory, including the adjacent territorial waters, located within the North American continent between Canada and Mexico.

DESIRED DELIVERY DATE (DDD) - A specific date by which delivery of a shipment should be accomplished by the carrier at the CONUS destination or CONUS air/water terminal.

DROMEDARY BOX - A freight box carried on and securely fastened to the chassis of a truck tractor or flatbed trailer. A dromedary is demountable and can be handling with a forklift truck. It is protected by a Plymetal shield and is equipped with doors on each side that can be locked with a padlock and sealed.

EMERGENCY - Any situation which would prevent a shipment of classified or protected material from safely reaching its destination, such as undue delay caused by accidents, equipment failure, civil disturbance, labor strikes or natural disasters.

HOLIDAYS - New Years Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Columbus Day, Thanksgiving Day, Christmas Day.

LESS LOAD RATES - Less-load rates or classes are those applicable to a quantity of freight less than the truckload weight specified for the same article.

LOADING OR UNLOADING - The movement of lading past the tailgate of the vehicle including the placement on, or the removal of lading from, a conveyor extending into the vehicle, as well as the stowing, stacking, and breaking out of the lading within such vehicle. Loading includes furnishing to the carrier the bill of lading, forwarding instructions and/or other documentation necessary for forwarding and completion of the transportation requested. Unloading includes signing of the delivery receipt and/or other documentation required by the carrier for billing purposes and notification to the carrier that the vehicle is released.

QUALIFIED CARRIER REPRESENTATIVE - A person employed by a carrier or terminal involved in the handling of DOD shipments moving in security service, and who is:

- a. Designated by carrier or terminal management to attend a transportation conveyance.
- b. Aware of the sensitivity of DOD material moving under transportation protective service(s).
- c. Knowledgeable of the safety, security and emergency procedures that must be followed.
- d. Authorized to move a transportation conveyance and has the means and ability to so.
- e. When providing PSS, cleared under the DOD Industrial Security Program to handle SECRET shipments and who has carrier-issued identification.

Section 5

ITEM 1001 (continued)

MILVAN - A DOD owned or leased demountable container, conforming to U.S. and International standards, use for the movement of military cargo.

REFUGE LOCATION - A DOD activity that meets statutory requirements for storing Classified or protected (sensitive material, (excluding Classes A and B explosives)), and which can provide security for such shipments in emergencies.

RELEASED VALUATION RATE - A rate applied subject to limitation with respect to the liability of carriers for loss of and/or damage to a shipment.

REQUIRED DELIVERY DATE (RDD) - Date when material is required by the consignee.

ROUTING OR ROUTE ORDER - An order issued by a routing officer specifying the mode of transportation and the means within that mode by which shipment will move.

SAFE HAVEN - A protected area specifically provided for and approved in writing by local, state or federal Government authorities for the parking of unattended vehicles containing sensitive material or explosives, such as Classes A or B Ammunition, Explosives or Fireworks.

SECURED AREA - An area to which access is controlled and which is under the regular, periodical surveillance of security personnel.

SECURITY CAGE - A structure fabricated of steal grating which can be used for temporary storage of classified or protected material within low security structures, including carrier terminals.

SENSITIVE CARGO - Small arms, ammunition, and explosives that are a potential danger to public safety and can be used by militant, revolutionary, criminal, or other elements for civil disturbances, domestic unrest, or criminal actions.

SHIPMENT - A shipment is a quantity of freight tendered for transportation by one shipper at one point on one day, on one bill of lading, for delivery to one consignee at one site at one destination.

SPOTTING (Dropping) - The placing of a trailer at a specific site designated by shipper, consignee or other designated party. It means detaching the trailer and leaving the trailer in full possession of shipper, consignee or other designated party, unattended by a power unit (tractor).

TRACTOR - A mechanically powered unit used to propel or draw a trailer or trailers on the highway.

TRUCKLOAD RATES - Truckload rates or classes are those for which a truckload minimum weight is provided, and charges will be assessed at the truckload minimum weight shown in the carrier tender, except that actual weight will apply when in excess of the truckload minimum weight. Minimum of 20,000 pounds and greater will be considered truckload minimums.

ITEM 1002**REFERENCE MARKS**

* Denotes change in revision number only without change in matter on body of page.

(C) Denotes change in matter on body of page.

(N) Denotes new item.